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PEACE CRISIS: JAPAN'S FINAL CONCESSIONS.



De Valera, addressing his supporters on his "reform" in Dublin.

THE BOAT RACE.

VITAL HOURS OF WAITING.

LIGHT BLUES' FAVOURITES.

(Reuter's Special Service).

London, Mar. 19.
The last few hours of anxious waiting before the Boat Race, which is timed to be rowed on the flood tide at 10.20 o'clock this morning, are now the chief anxiety of the coaches and the crews.

This vital period may mean the losing or the winning of the race. After a pint of specially brewed beer, a game of cards and a few tunes on the gramophone, the rival crews retired to bed at ten o'clock. They will have a brisk run before breakfast, but owing to the early hour of the race, there will be no customary pipe-opener on the river.

The rival coxswains went over the course together after the crews had their last outings.

Oxford Consolation.

It is the general opinion that the race will be a good one to Hambleton Bridge, after which, it is expected, Cambridge will go ahead, though fervent Oxonians are consoling themselves with the thought that the Oxford crew are a better lot than most people appear to think.

A Cambridge victory will enable them to equal Oxford's record sequence of nine wins in the period 1890-1898.

Of the 82 races held since 1856 when it first became a regular annual event, Cambridge have won 42 and Oxford 40.

LOCAL SOCIETY PROSCRIBED.

TRIAD ORGANISATION UNLAWFUL.

Under an order made by the Governor-in-Council, the Heung Kong Kiu Sheung Sz Wo Ch'ung Shang Yee Wui has been declared to be an unlawful society.

This organisation, whose sign-board and documents have been seized by the police, is in character similar to a Triad Society.

WINSTON'S NEW MOTOR-CAR.

GIFT ON RETURN TO ENGLAND.

London, Mar. 18.
Mr. Winston Churchill arrived in London to-day from the United States, where he has conducted an extensive lecture tour. A handsome motor-car, which had been presented to him by his friends, awaited him at the station.—*British Wireless.*

DE VALERA WARNED.

ANTI-ENGLAND PLATFORM.

PLAIN BRITISH STATEMENT.

GRAVE CONCERN.

London, Mar. 18.

A stern warning against unilateral action on the part of the Irish Free State on the lines of President Eamon de Valera's proposals to abolish the oath of allegiance and to withhold the land annuities, was uttered by Mr. Neville Chamberlain to-day.

The Chancellor of the Exchequer was addressing a meeting at Birmingham, and he referred at some length to the alleged main planks in the platform of de Valera.

The British Government, he said, had received no official communication from the Irish Free State Government regarding the reported intentions of that government, and unless the reports are officially confirmed, he did not assume that they were correct.

NO ROOM FOR DOUBT.

But lest there should be any doubt as to the attitude likely to be adopted by the British Government, Mr. Chamberlain declared that any suggestion that Anglo-Irish obligations and agreements could be varied by either side as though it concerned that side alone, would cause the British Government the gravest concern.

It seriously pursued, he added, it would undoubtedly revive the bitterness and the differences which it had been hoped had been removed for ever.

FIRST DUBLIN ACT.

A Dublin message says that the operation of the Public Safety Act in the Irish Free State was suspended last evening by order of de Valera and the Free State Executive Council.

The effect is to abolish the Military Tribunal which sentenced the political prisoners released by de Valera last week and to remove the ban from the Gaelic and the Irish Republican Army.

LABOUR POWER.

How far de Valera will go with his other planks after the British warning is doubtful. It is important to note that the Labour Party—with the fewest seats—will have the chief influence in the formulation of policy, holding the balance of power.

The Socialists do not share the enthusiasm of de Valera's party for the plan to abolish the Oath or retain the land annuities.

Furthermore, the Senate can hold up for nine months any measure that is not financial, so that even if de Valera secured a majority in the Dail for the abolition of the Oath, the Bill would be most unlikely to pass into law immediately.

It is generally felt that there is no occasion for British alarm at Irish events until they have assumed a great deal more threatening aspect than at present.—*Reuter.*

CHINA POSTAL RATES.

SLIGHT INCREASE FORESHADOWED.

Nanking, Mar. 19.
The general principles of the proposed increase in inland postage have been approved by the Executive Yuan.

It was learned yesterday that the Ministry of Communications intends to increase the ordinary inland rate from four to five or six cents.—*Reuter.*

DECISION, ONE WAY OR ANOTHER, EXPECTED TO-DAY.

IMPORTANT GATHERING ARRANGED.

HOPES AGAIN RUNNING HIGH.

(FROM OUR OWN CORRESPONDENT).

Shanghai, Mar. 19, 9.46 a.m.

HOPES FOR THE SUCCESSFUL OUTCOME OF THE PRELIMINARY PEACE NEGOTIATIONS ARE AGAIN RUNNING HIGH, FOLLOWING THE GLOOM WHICH SETTLED LAST NIGHT UPON HINTS OF A BREAKDOWN, AS THE RESULT OF RELIABLE INFORMATION THAT MR. SHIGEMITSU, THE JAPANESE MINISTER, HAS RECEIVED INSTRUCTIONS FROM TOKYO AUTHORISING HIM TO MAKE FURTHER CONCESSIONS.

It is learned authoritatively that further instructions have reached Mr. Shigemitsu from Mr. Yoshizawa, the Foreign Minister at Tokyo, and it is known that they contain certain modifications of the Japanese demands hitherto upheld.

An early and more amicable discussion between the Japanese and Chinese delegations is expected.

It is understood, in fact, that an informal conference between Mr. Shigemitsu and Mr. Quo Tai-chi has been arranged for this afternoon.

It is understood that they will meet at the British Consulate, together with the representatives of the British, French, United States and Italian Governments. The British Minister in China, Sir Miles Lampson, will be the British representative at the meeting.

They have already been informed, it is learned, of the substance of Mr. Shigemitsu's instructions from Tokyo and there is an atmosphere of renewed confidence in diplomatic circles this morning. The Tokyo Government's instruction to Mr. Shigemitsu at this afternoon's meeting, together with the differences of viewpoint already disclosed.

FORMAL MEETING ON MONDAY.

It is believed that a basis of agreement is now possible. Well-informed circles state that the first formal peace meeting will probably take place on Monday.

The modification of Japan's standpoint is interpreted as further indication in support of the growing belief that Tokyo is anxious to end the Shanghai "incident" as quickly as possible.

A MATTER OF PHRASEOLOGY.

(SPECIAL TO THE "TELEGRAPH").

Shanghai, Mar. 19, 10.14 a.m.

The crisis in the preliminary peace efforts will be reached to-day, it is believed, when the Chinese and Japanese representatives, with the foreign Ministers, will meet at the British Consulate in an attempt to establish the basis of negotiations for permanent peace between China and Japan.

It is understood that Mr. Yoshizawa has sent final instructions to Shanghai regarding the concessions in her terms which Japan is willing to make and it is believed that only the question of the phraseology of certain terms is holding up full negotiations.

REPORTED TERMS.

According to Japanese sources, the Japanese terms now are:

- (1) that the Chinese forces remain in their present lines.
- (2) that the Japanese forces withdraw to the line of the Shanghai-Woosung Railway.
- (3) that a Sino-Japanese Commission, with foreign representatives, shall supervise the Japanese withdrawal.

His Excellency the Governor has appointed Dr. D. J. Valentine to act as Deputy Director of Medical and Sanitary Services during the absence on leave of Dr. W. B. A. Moore.



Grakle, winner of last year's Grand National and hot favourite yesterday, who failed ignominiously, refusing.

SYDNEY BRIDGE CEREMONY.

Another Wonder of World.

MINOR INCIDENT.

Sydney, Mar. 19.

Mr. Jack Lang, the Socialist Premier of New South Wales, added to the Wonders of the World this morning when he officially opened the \$9,000,000 harbour bridge at Sydney.

The bridge, which is an intricate mass of over fifty thousand tons of steel, stretching for 1,650 feet, was built by Messrs. Dorman, Long, the famous British construction firm.

Engineering Triumph.

It was such a triumph for British engineering skill that when the two ends of the bridge met in 1930, they were less than an inch out of the designed alignment.

Hundreds of thousands of Australians and visitors from overseas witnessed the ceremony which, after seven years of labours, formally opened a new era for Sydney. Proper honour being connected by the harbour bridge with the vast suburban area of North Sydney.

Trumpets blared, guns crashed and aeroplanes swooped to and fro over the world's loveliest harbour, while a procession of ships, representative of all nations, passed under the great arch.

The Governor, Sir Philip Game, delivered the opening address and read out a message from His Majesty the King, while on the north end of the bridge, the Major of North Sydney cut a ribbon with the scissors used in the recent opening of the Killick Bridge at New York, presented by the Mayor of New York as a gesture of good-will.—*Reuter.*

LANG FORESTALLED.

Later.

Just before Mr. Lang severed the ribbon opening the bridge, a mounted police officer dashed forward and severed the ribbon with his sword.

Fellow police-officers immediately dragged him from his horse.

The message from the King congratulated all concerned on the successful conclusion of a magnificent triumph of engineering.

Mr. J. H. Thomas sent a message congratulating Sydney on an achievement of which the British Empire might well be proud.—*Reuter.*

FORBRA'S GRAND NATIONAL.

THE FAVOURITE REFUSES.

THRILLING RACE DESCRIBED.

London, Mar. 18.

The Grand National was sensationally won by Forbra, a rank outsider, in glorious weather at Aintree to-day. It was rather on the cold side and the going was very hard. An enormous crowd witnessed a thrilling race, which towards the close developed into a struggle between two of the runners.

Thirty-six jumpers faced the starter and only eight finished.

The betting was 15-2 against Grakle, and 100/12 The Field was quoted on the course before the start, but once again a hot favourite did not justify the support for him, Grakle (last year's winner) refusing after completing the first circuit of the trying course.

GOOD START.

All got off to an excellent start. Apocryphal fell at the second fence, after which Tootenhill and Alike refused and Vincle and Glangoria came down.

Merriment fell at the fourth fence, Holmes refused at Becher's Brook, and passing the stands Forbra led from K.C.B. and Egremont. All three leaders had by this time drawn well ahead of the rest of the field, the leader of the second batch being Annandale, followed closely by Shaungolin, Aspirant and Heartbreak Hill.

EGREMONT LEADS.

Egremont jumped into the lead at the Canal Turn and K.B.C. was now out of the race.

When the runners entered into the course for the second time round, Egremont and Forbra were both well clear of Annandale, Shaungolin, Aspirant, and Heartbreak Hill, all of whom were however, full of running.

At the penultimate fence, Forbra took the measure of Egremont and won by three lengths in a battling finish.

ANNANDALE'S DUCK.

Shaungolin came in a bad third, with Near East fourth, Aspirant fifth, Heartbreak Hill sixth and Shaungolin, who fell at the last fence when lying third, and was remounted seventh.

Sea Soldier was the only other starter to finish.

Forbra won in 9 minutes 44 3/5ths seconds.—*Reuter.*

SWEEP FORTUNES.

London, Mar. 18.
Exceptionally wide interest was taken in the Grand National owing to the large sums offered in prizes in connection with the Irish Hospitals Sweepstake.

It is stated that English holders of tickets in respect of the first three horses will receive a total of £645,000.

The Prince of Wales and Prince George witnessed the event, flying to Aintree in their private aeroplanes.—*British Wireless.*

THE DUMBARTON ELECTION.

COMMUNIST LOSES DEPOSIT.

London, Mar. 18.
In the Dumbartonshire bye-election, which resulted in the Conservatives retaining the seat, seventy per cent. of the electorate voted. The Communist candidate, Mr. H. McNulty, not having secured one-eighth of the total poll, forfeits his deposit.

Mr. Tom Johnston, the Labour nominee, who was three thousand votes below the successful candidate, was Parliamentary Under-Secretary and later Lord Privy Seal in the Labour Government, being unsuccessful at the last General Election.—*British Wireless.*

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SUN. 9 a.m. "Lungshan." SUN. 5.30 p.m. "Lungshan."
ROXON

THE LATE MR. A. MCCALLUM.

FUNERAL AT HAPPY VALLEY.

The funeral of the late Mr. A. McCallum took place in the Protestant Cemetery, Happy Valley, yesterday evening, the Rev. N. V. Halward officiating at the graveside.

The popularity of the deceased was evident from the large gathering, among whom were close friends, officials and employers of the Kowloon-Canton Railway, members of the Hongkong Police Force, of the Public Works Department, and many others, including:

Mr. and Mrs. A. E. Murphy and Miss Murphy, Mr. E. L. Stainfield, Mr. J. Fraser, Mr. W. C. Simpson, Mr. A. Wayman, Mr. R. Baker, Mr. P. Farrell, Mr. S. Dallow, Mr. W. Koyner, Mr. F. E. Lawrence, Mr. T. Bolt, Mr. G. Stephens, Mrs. F. Mumford, Mr. De La Haye, Mr. R. Shannon, Mr. W. L. Waker, Mr. Ramskill, Mr. R. Latham, Mr. S. M. Smith, Mr. A. Benson, Mr. H. Waller, Mr. P. Palmer, Mr. J. Clarke, Mr. T. Feeley, Mr. D. Reidy.

Mr. T. Flaherty, Mr. R. Riddle, Mr. R. Dick, Mr. N. E. Fraser, Mr. G. Gibson, Mr. W. Cuff, Mr. P. Morgan, Mr. G. Stainfield, Mr. S. Murphy, Mr. W. J. Robertson, Mr. G. F. Taylor, Mr. G. A. Walker, Mr. J. Morris, Mr. C. A. Lambert, Mr. I. B. Trevor, Mr. W. L. Clarke, Captain W. J. Andrews and many others.

CHANGES AT KOWLOON POST OFFICE.

BETTER ACCOMMODATION TO BE PROVIDED.

Structural alterations now taking place at the Kowloon Post Office will add greatly to the accommodation and should facilitate the increased business which has lately been done there. The alterations will be completed early next week.

Mr. E. W. Hamilton, Postmaster General, stated yesterday that the reconstruction provided for the demolition of the rear wall of the Post Office and the occupying of space, at present used for residential quarters, as part of the Post Office. The counter would be set further back, thus allowing greater accommodation for the public. There would also be additional space for the letter sorters at the back.

Mr. Hamilton said that with the completion of the work and with the additional man engaged there, the facilities for handling Kowloon's mail should be greatly improved.

In consequence of the structural alterations, the Post Office will not be open between 8 and 9 a.m. tomorrow, but this will not affect the usual delivery of correspondence.

KIDNAPPED WOMEN RELEASED.

VICTIMS OF LIGHTHOUSE RAID RETURN.

The women and children kidnapped in the bandit raid on Breaker Point Lighthouse, Swatow at the end of February, have been released but the two men are still being held. Information to this effect was received by the Naval Authorities in Hongkong from the Commander of H.M.S. Whitehall yesterday. The message stated that the six people were expected to arrive at Swatow yesterday.

A gang of more than 70 bandits descended on the Breaker Point Light, just outside of Swatow, on February 27, and carried off the keeper, Mr. George Edwards, the assistant, a Russian named Andreynoff, and their wives and children. The captives were taken to the hills and a party from the Chinese Maritime Customs began a search for them.

H.M.S. Keppel left Hongkong to join H.M.S. Whitehall, which had been in Swatow for some weeks,

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Lather? No!
Rub-In? No!

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CORRESPONDENCE.

Foreign Control in China Mooted.

[To the Editor, Hongkong Telegraph.]

Sir,—The die-hard Morning Post of London has thought fit to approve of the suggestion of one British Army Officer named Stewart, formerly Military Advisor to Chang Tsoolin. Although it is obvious that only a highly conceited tin-god can suggest the control of this country or that when it is not his own, one should, nevertheless, examine the sources of a proposal that one approves before committing one's conclusions on paper. But it seems to me that the Morning Post of London is perfectly satisfied with the opinions of a military adviser, whose advice has brought into being a well-equipped army—the Manchurian Army—that refused to fight its country's enemy. The Morning Post of London has insulted 400,000,000 people by stating that China, as an ordered State, does not exist; but every one knows, including Lloyd George, that China has a courageous Army. And as to the foreign control in China that is suggested, all I wish to say is, "Try it."

NINETEENTH.

to assist in the rescue, but the destroyers did not land any men, and the Keppel returned after a few days.
This is the first definite news of the rescue party since the raid on the lighthouse.

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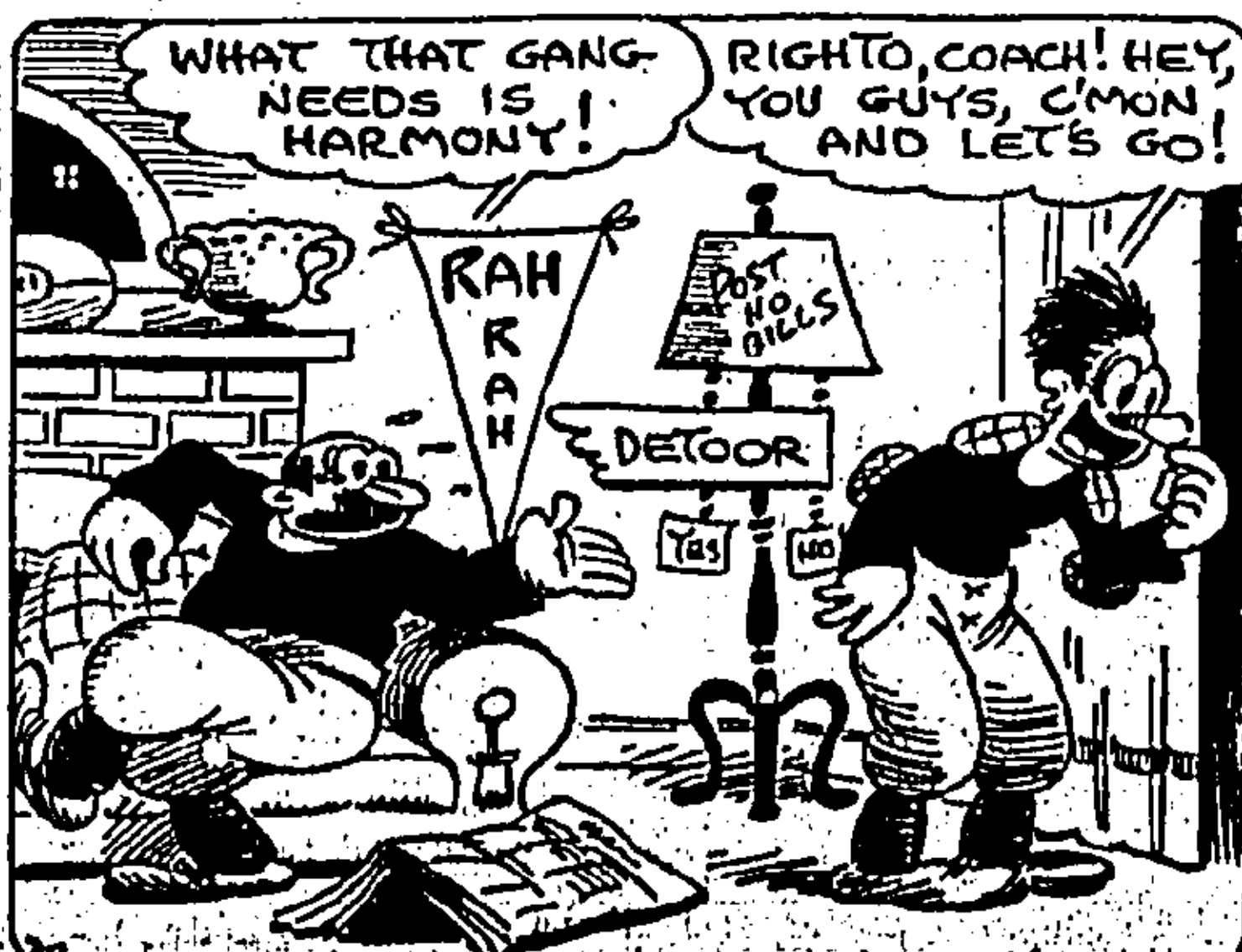
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(1) A grand banquet given by King Prajadhipok of Siam with the presence of His Majesty himself.

(2) The strangest and oldest dances displayed by the Siam Royal Palace Dancing girls.

(3) The Maharajah of Cooch Behar risks his life in a leopard hunt with Doug.

(4) The fierce fighting with a maddened tiger by Doug.

(5) The wonderful rope trick performance by a Hindu fakir.

(6) The appearance of Mei Lan Fang, the greatest female impersonator.

(7) The queerest dancing by Cambodia and Angkor actresses.

(8) The personal appearance of Anguinaldo, famous leader of the Philippine insurrection and rulers and leaders of various countries.

(9) The superstition of a funeral pyre on the holy Ganges.

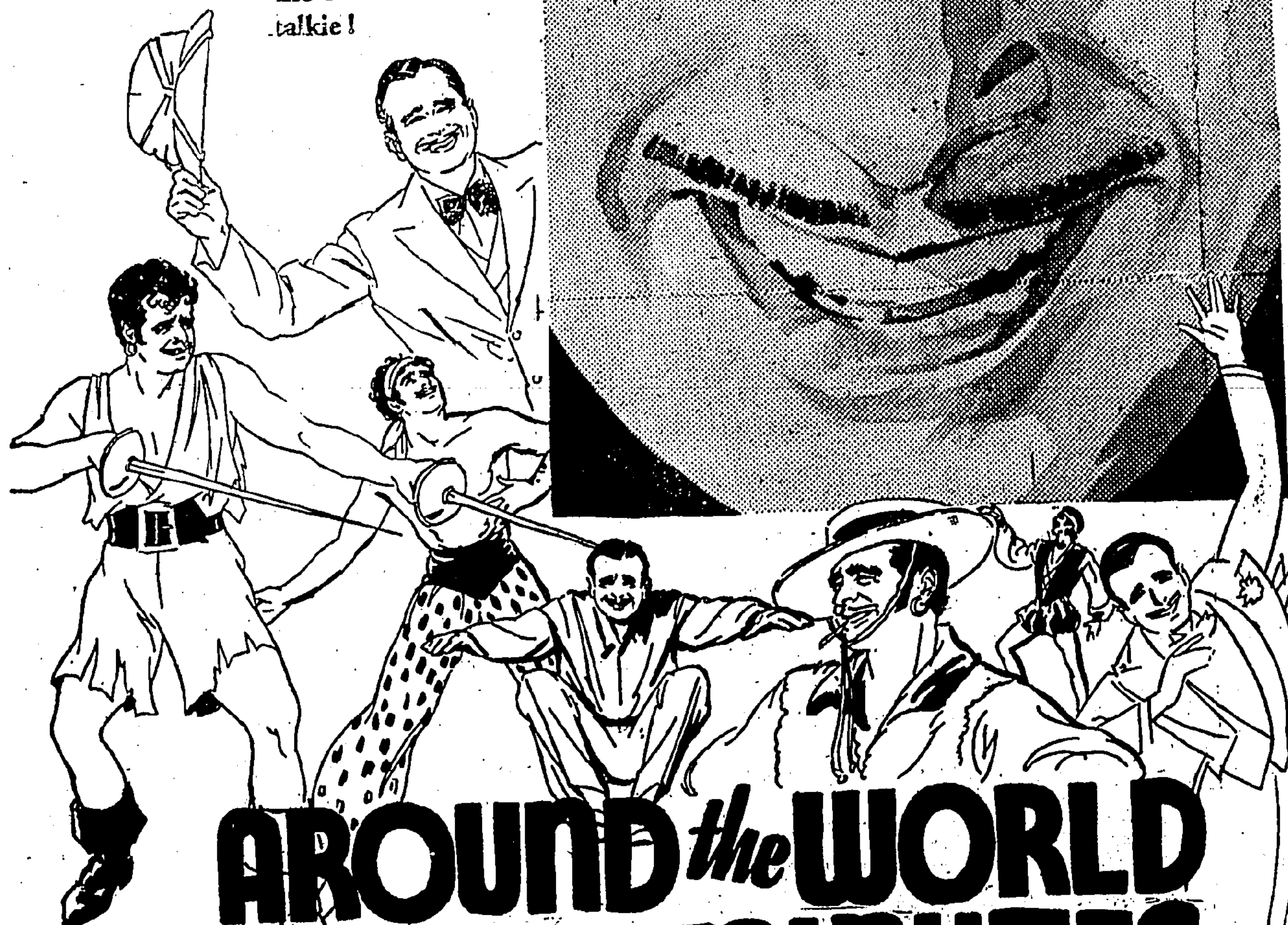
(10) The ruins of Angkor Vat, the Pyramids, and other oldest and magnificent edifices and structures.

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Gloria Swanson
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Gaumont Sound News, No. 28 with the following contents:—

(1) Assault-at-arms at Lancaster Depot. The King's Own Royal Regiment and Ladies of Netherland Athletic Club in clever display.

(2) Lord Jersey's wedding. Miss Patricia Richards is the first bride of 1932 at St. Margaret's Westminster.

(3) Prince Alfaon returns a Call.

Reciprocity in London at Duke of Gloucester's visit to Abyssinia for Coronation of Ras Tafari.

(4) Severe gales sweep South Coast. Remarkable pictures of the Gale which raged in the Channel, causing damages to coast towns.

(5) Is Waterloo Bridge safe?

Striking pictures of the famous bridge which eminent engineers allege is in danger of a collapse.

(6) Rugby International. Wales win at Swansea by 12 pts. to 5, defeating England for the first time in ten years.

H.R.H. The Prince of Wales travelled from London to watch the match.

Also

Gaumont Sound Mirror, No. 63.

Owing to the exorbitant cost expended for securing the sole and exclusive rights for the exhibition of this picture, we are compelled to increase the price of admission in accordance with the following rates:—

Dress Circle	\$3.00
Back Stall	\$2.00
Upper Stall	\$1.00
Front Stall	\$1.00

(including tax).

All complimentary tickets, previously issued, are ineffective during this run.

Advance booking now on at the Theatre.

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B-6039 "Leave the rest to Nature"

Ambrose & His Orchestra.

22859 "I'm a Specialist"

Frank Crumit.

1550 "Cuban Love Song"

Lawrence Tibbett.

B-6061 "You can't stop me from loving you"

Ambrose Orch.

1531 "Dancing Virgins of Delphi"

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B-3794 "Any Little Fish"

(Cochran's 1931 Revue) Noel Coward.

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Hongkong Telegraph

SATURDAY, MARCH 19, 1932.

THE SILVER PUZZLE.

Silver still continues to be an uncertain factor in the world's money markets, with no-one daring to prophesy its future. From time to time, there have within recent months been suggestions of its possible use alongside gold for currency purposes, the latest suggestion on these lines being one by Sir Robert Horne in favour of the remonetisation of the white metal as the best way of dealing with the problem of the scarcity of gold. In putting forward this plea, Sir Robert contended that America and the British Empire could, by acting together, establish a bimetallic standard so powerful that it would contribute to the solution of many of the world's problems. There does not appear, however, much prospect of action in this direction. For the moment, Britain is off the gold standard, having just decided to prolong the suspension for another year. Eventually, however, it is realised that her currency must be linked to some metallic basis, but if we are to judge from the recent pronouncement of Mr. Neville Chamberlain, the link will be with gold, which, he claims, has served well in the past. Evidently he is not impressed with the merits claimed for bimetalism.

Those who have been hoping that the defects of the gold standard might be partially remedied with the aid of silver must be feeling somewhat disappointed at the outlook, and, in attempting to forecast the future tendencies of the metal, will have to turn to other considerations. The question of production is important. As against a figure of 248 million ounces in 1930, it appears that last year the production was about 192 millions. Supplies were augmented by the product of demonetized silver coin, but to a lesser extent than in 1930. The Continent was not a factor, but the Indian Government continued its sales to the extent of about 35 million ounces. In addition, about 18 million ounces were made available by the demonetization of Siamese coin. The figures suggest that the falling-off in supplies has been more than counter-balanced by the reduction in consumption. Imports into India last year were about 62 million ounces, while China absorbed about 67 millions, this heavy decline, when compared with the previous year, being due to the trade depression and the continued political unrest.

Glancing through the annual bullion letter issued by Samuel Montagu and Co. for some pointers on the future, we find little to in-

dicte any definite turn one way or the other. Remarking that the world is faced with problems, both political and financial, which are more difficult of solution than those of any previous epoch, these experts say it is obvious that any attempt to forecast future movements in the market must resolve itself into the nature of a guess. The course of foreign exchanges, and the political situations in India and China, may be the most prominent factors to influence silver in the present year. On the other hand, some other factors, at present unforeseen, may arise which will upset all calculations, and in this regard the uncertainty which attends the presence of a large speculative element must not be overlooked. "If by any means the much-desired revival of trade can be brought about, demand for silver is likely to improve, but otherwise there is nothing to encourage the hope of any material increase in output." This is the final summing up of a situation of considerable complexity.

The Campaign Against War.

American statesmen who found, in the assertion of a British "White Paper" that in a future war there would be no neutrals, ground for apprehension that the Paris peace pact was in fact a war pact, and that the League of Nations would operate to drag unwilling and peaceful communities into war, have now composed their minds. A spokesman for the British Government soon afterwards announced that the assertion was made only to apply to members of the League, and it had no bearing upon the position of the United States. And yet whatever may have been the intention of the writer of the British "White Paper," he probably stated the fact. The European war left few nations neutral. And should there be a future one, there would probably be still fewer. It is, of course, the case that to many nations in the late war the abandonment of neutrality did not mean any actual participation in hostilities. This was the case with the South American countries, which declared war upon Germany, and with certain Asiatic nations which, ostensibly at war, did no more than to deny the hospitality of their ports to the warships of the central powers. The whole crux of the matter, however, in the event—which is constantly becoming more improbable—of another war, will hinge upon the effort of any powerful nation, like the United States, to insist upon neutral rights at sea and to oppose such a general blockade as is contemplated by the Covenant of the League of Nations against an aggressor. There is every reason to believe that any attempt to assert and to exercise such neutral rights would inevitably bring the Nation concerned, however powerful, into the character of a belligerent. Discussion, however, of complications such as this which may arise either from the Geneva Covenant or the Paris Pact is unprofitable. It is impossible to tell what might grow out of a general war, what action, however inconsistent with their earlier obligations, governments thus menaced might take. It would be as absurd to condemn in advance the basic ideas of the League or the Paris Pact, because the world cannot be certain as to the methods of their operation, as it would be to-day to ridicule the effort to neutralise such a country as Switzerland or Holland because of the events of 1914. No one can tell what even the United States and Great Britain might do if plunged into such an Armageddon as that which overwhelmed the world fifteen years ago. There is no reason to abandon efforts to humanise war, to regulate national activities in the event of war, to prescribe international regulations for the conduct of war. But it had better be done with a perfect knowledge of the fact that at the critical moment all human foresight may prove fallible.

The offices of the Supreme Court will be open daily from 10 a.m. to 4 p.m. during the Easter vacation, except on public and general holidays, when the offices will be entirely closed. The Easter vacation begins on the 25th inst. and terminates on the 31st inst. (both days inclusive).

At Tuesday's meeting of the Rotary Club, Mr. G. Champlin will speak on "These Anti-Aircraft Guns."

DAY BY DAY

THE TENDENCY TO PRESERVE, TO PERSEVERE IN THE HINDRANCES, DISCOURAGEMENTS AND "IMPOSSIBILITIES," IT IS THIS THAT IN ALL THINGS DISTINGUISHES THE STRONG SOUL FROM THE WEAK.—Carlyle.

New Regulations regarding the storage of fireworks are given in the Gazette.

It is notified that the name of the Kowloon Tong and New Territories Development Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. M. Watson to be a Member of the Medical Board, vice Mr. G. G. N. Tinson, resigned.

Kwun Chung Street is the name given to the road commencing from Austin Road, dividing K.I.L. 300 and running due North, terminating at Min Street between K.I.L. 1606 and 1607.

The French Government has sent a cablegram to the French Consulate-General in Hongkong expressing its condolence with the members of the Trans-Asian Expedition over the death of their leader, M. Haardt.

It is notified that at the expiration of three months the Industrial Development, Elroadmill Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The Chief and Petty Officers of H.M.S. Cumberland gave a successful dance last night in the Garrison Lecture Hall, Wellington Barracks, a large number of friends and their ladies spending an enjoyable evening.

Observatory returns show that the average mean temperature during February was 57.1, the highest being 70.3 and the lowest 44.3. There were 70.7 hours of sunshine and 2.63 inches of rain, while the average humidity was 74.

It is notified that during the absence on leave of Senhor Waldemar De Araujo, Vice-Consul for Brazil in Hongkong, Mr. Faustino Antonio Xavier will act as Honorary Vice-Consul in charge of the Brazilian Consulate.

The Gazette contains a despatch from the Secretary of State outlining the decision to assimilate the system of recruitment for the Cadet Services of Malaya and Hongkong to that in force for the Colonial Services generally.

A small Chinese boy who was jumping on and off of trams at West Point yesterday was knocked down by a passing motor car and received injuries to his back, causing his removal to the Government Civil Hospital for treatment.

Mr. E. P. Anslow, of the Government Civil Hospital, before Mr. Schofield at the Central Police Court this morning, prosecuted a Chinese for stealing a mat from his car which was parked in Hospital Road yesterday. Detective Sergeant Johnson stated that it was usual for car owners working at the Government Civil Hospital to leave their vehicles parked in Hospital Road. Yesterday Mr. Anslow was walking along Hospital Road when he saw the defendant taking the mat out of his car. He gave chase and the defendant was arrested by a constable of the Kadoorie School. In sentencing the defendant who had a previous conviction to six weeks' hard labour Mr. Anslow said that he would like to express appreciation to the constable for his action in bringing a thief to justice. He had done well.



"That's from the soup recipe I heard on the radio."
"Then we'd better get a new set of tubes."

Bulls and Inners

□ □ From the Office Butts. □ □

A contemporary, under the heading "Looking Back 50 Years," states—"Mr. E. D. C. Wolfe, who has just returned from holiday, will in a day or two take his seat as Magistrate in the Second Court." Evidently a promising youngster, then being seven years of age.

Heads of Government departments, we are told, are familiar with every question which comes before them. The trouble, however, is that they don't always know the answer.

It's stated that the ideal home will in future be all electric. Ohm sweet ohm, where they know Watts' watt!

Presumably the Government is waiting to learn the bare facts before making up its mind on this nudism problem.

In France this year, Easter Eggs filled with Hogue are the vogue. Grandmothers will no longer object to a little instruction in a legendary art!

We read that most foodstuffs contain starch. Possibly this accounts for the stiff prices.

Judging from the rough way he has of handling china, our houseboy might a little more be Japanese.

People who say the printing of crime stories makes criminals fail to explain why the printing of recipes fails to make good cooks.

We hear that a young widow on The Peak has been bothering a bachelor for advice regarding her garden. Probably wants to get rid of her weeds.

No carnivals; No mummery! No fashions ever changing! No garden fete, so summery; No costumed dancers ranging. No shimmering silk; No clank of sword;

No braid of gold or scarlet. No tartan kilt; No spurs adored; No masquerading varlet. No ermine wraps; No opera hats; No whips and riding habit. No rakish caps; No smoky spats; No fur coats made of rabbit. No reticule; No powder puff; No colour schemes the crudest; No ridicule—You'll have enough! Once you become a nudist! —CYN.

Women are said to be slavishly following each other's hair fashions. A case of the blonde leading the blonde.

Fashion seems to be trying to get a bustle on.

"Debuters Dine" says a headline. But they managed to find time to get off a few speeches.

This revolt in Manchuria will presumably give the officials in the newly-named capital that Sinking feeling!

What is one man's food is another man's poison, and there is no doubt the Chinese cannot bear the Japanese Diet.

It is not definitely known whether the Malayan gentleman who drew a horse in the Irish Sweep is keeping Quite Calm.

The Sydney authorities have turned down an offer by nudists to parade on the opening of the harbour bridge. Perhaps they would have accepted if it had been a tunnel instead.

Possibly if members of the local Flying Club who indulge in flights of fancy obtain their own plane, that will more quickly bring them to earth.

She was only an author's daughter, but she looked pretty good in print.

A really good Yorkshire pudding is said to be a work of art. Triumph of mind over matter!

E—at
M—ore
P—roducts
I—mperially
R—aised;
E—ncouraging
F—urther
O—rders
O—ur
D—ependencies

The Earl of Lytton refers to journalists as the "War-Lords of the Press." After all, they do know something about columns, rules and the thin red line!

He was only a bullion broker, but O! how he held up the bars!

The object of a resolution adopted by the Legislative Council is, we are told, to assess duty by alcoholic content. Taxing us up to the neck!

In the News:—The Far East and the near Easter.

It is said that the latest luxury flats in London are being found difficult to let. Last, but not least.

"There is a great deal to be said for the decimal system of coinage," we read. It certainly has its points.

"That's what runs away with my money," as the lady said when she identified the bag-snatcher.

An eleven-year-old boy in Vienna is said to have mastered Einstein's theory. Now let's hope he'll explain it to Einstein.

Song of the Week:—"O! Man Shiver!"

This week's Rotary speaker didn't tell us that Russian farmers pay their taxes in wheat. No doubt this goes against the grain!

We are requested to state that the flowers sent by Mr. M. J. Quist, Netherlands, Consul-General, in connection with the funeral of Monsieur E. N. A. Koechlin, late Consul-General for France in Shanghai, were dedicated to the deceased on behalf of the Consular Body in Hongkong, of which Mr. Quist, in the absence of Mr. Cerveira de Albuquerque, Consul-General for Portugal, is the deyen.

Mr. M. A. Xavier, manager of the Lane, Crawford's Garage of 40, Cross Lane, has reported to the police the theft of four batteries and a radiator heater to the total value of \$215. It is suspected that the articles were stolen by ex-employees some time on the 11th or 12th inst.

His Excellency the Governor has appointed Mr. T. M. Haslering, M.C., to act as Crown Solicitor during the absence on leave of Mr. H. K. Holmes, C.B.E.

The NEW SPARTONS
 SUPER-MODERN
 Authorized Dealers:—
 IDEAL RADIO SERVICE. Tel. 27806.
 Distributors:—HONGKONG HOTEL GARAGE Tel. 23124.

Hongkong Telegraph.

PICTORIAL SUPPLEMENT

SATURDAY, March 19th, 1932.

CERTIFIED CIRCULATION
 Means a Wider Sphere
 of Selling Influence.
 IT PAYS TO
 ADVERTISE IN
THE HONGKONG TELEGRAPH.



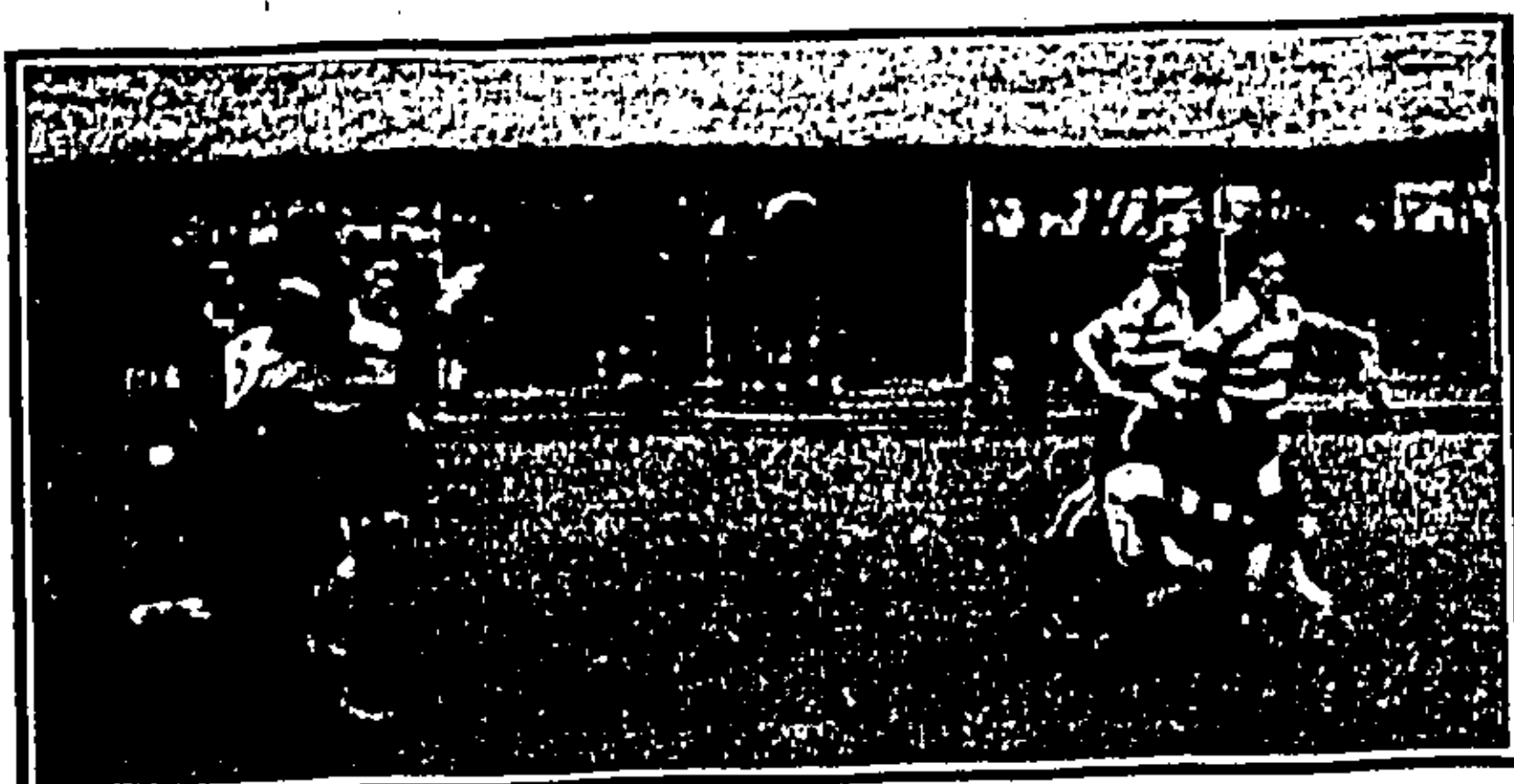
Photo shows the football team of H. M. S. Orpheus. It was taken aboard H. M. S. Medway, the submarine parent ship. (Photo: Ming Yuen Studio).



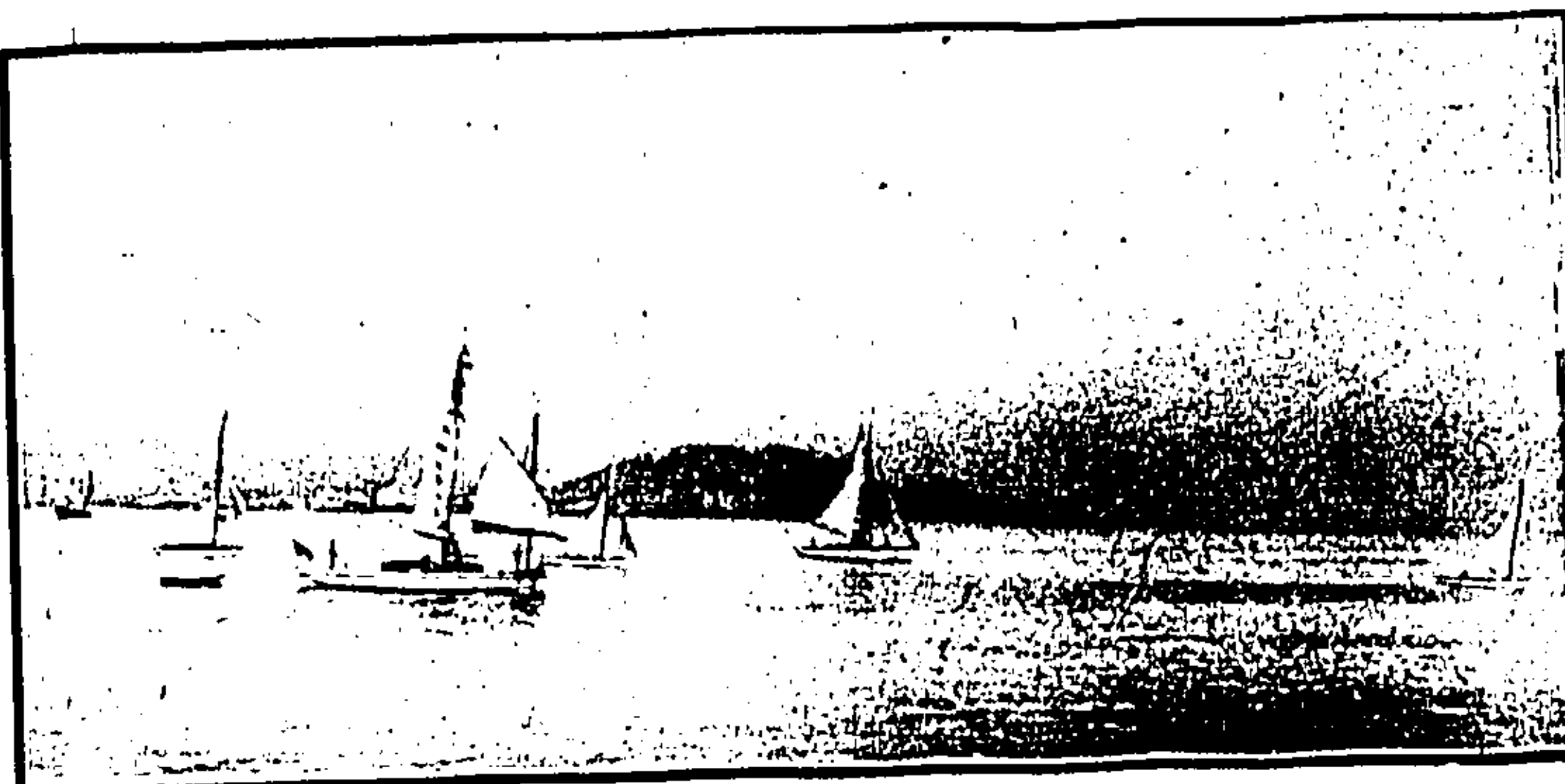
Exhibition tennis in Sumatra. Left to right:—Van Delden and Timmer (doubles champions of East Coast, Deli and Sumatra); with Chua Choon-leong, of Singapore, and Denis Hazell, Director of Wm. Sykes, Ltd. The latter couple defeated the other pair in straight sets, and have won all their matches in the present tour.



Bridal group taken after the wedding, last week, of Mr. N. Concoff and Miss Vera Gensburger. (Photo: Ming Yuen Studio).



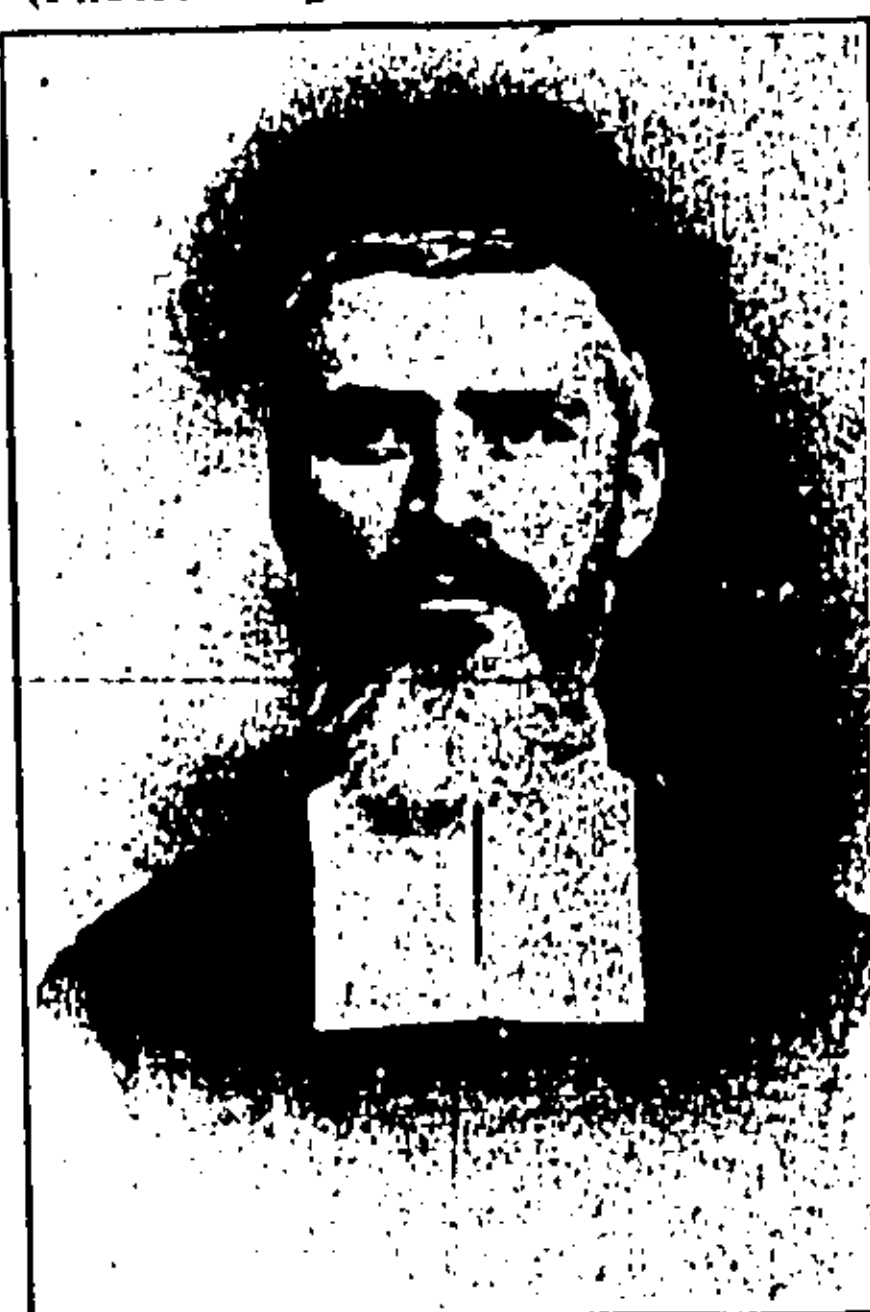
A snapshot taken at Happy Valley on Saturday last during the seven-a-side Rugby tournament matches. (Photo: Moe Cheung).



Picture shows yachts of the Royal Hongkong Yacht Club turning out as a farewell to Mr. E. W. Carpenter, former Commodore, on his leaving the Colony on retirement. (Photo: Ming Yuen Studio).



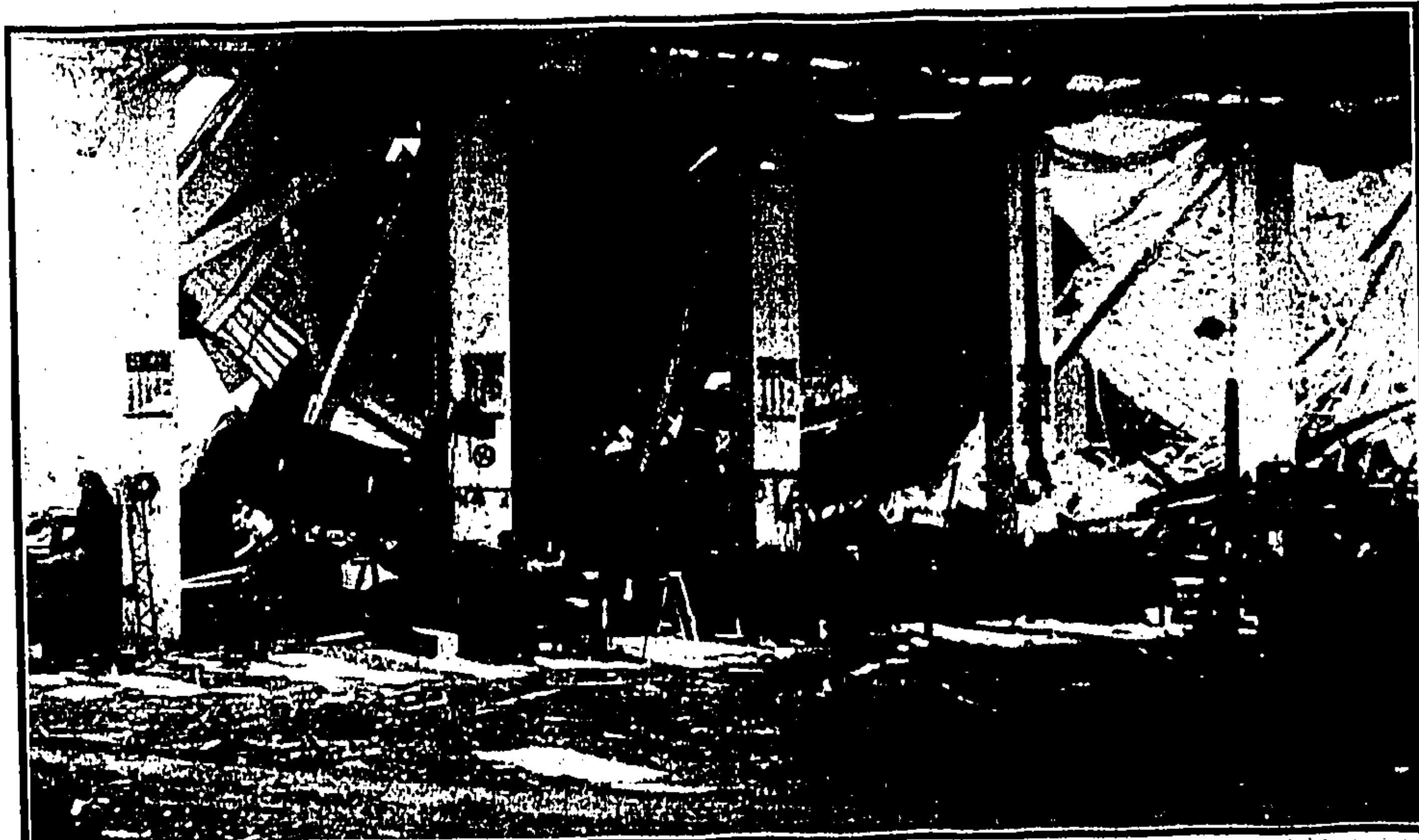
Chinese soldiers in the war area near Shanghai reading the latest war news, prior to the cessation of hostilities.



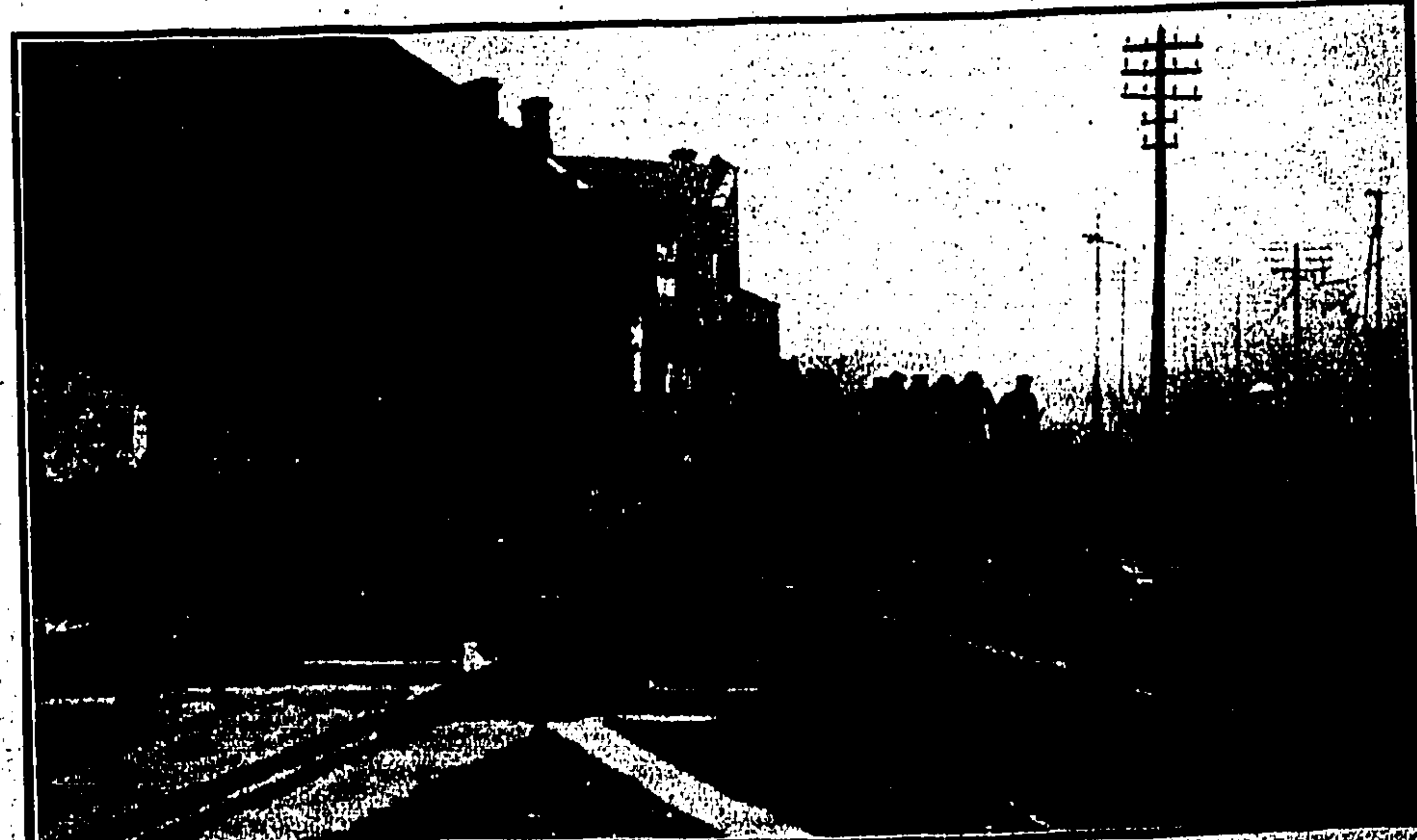
Rev. Brother James, O.B.E., who presided at the annual prize-giving of St. Joseph's College. He has spent 45 years in educational work in the Far East.



This picture shows a blazing building in Chapel on the night of the Chinese retreat from that area.



A close-up picture of the wreckage caused to Hunjao Aerodrome after the Japanese bombing. A plane is seen pinned beneath the ruins.



Here is an excellent picture showing Japanese bluejackets making an advance, along the Shanghai-Nanking Railway.

K SHOE WEEK

K Plus Fitting SHOES

K Plus Fitting Shoes were devised to add comfort to smartness. Made with foreparts one fitting wider than the heel-parts (see diagram), K Plus Fitting Shoes enable your toes to move in freedom while your heel is neatly, closely fitted. Shapely to begin with, K Shoes keep their shape because they fit so truly. And while you enjoy the comfort of the perfect fit ensured by K Plus Fittings, you will also enjoy the comfortable thought that your shoes are British-made.

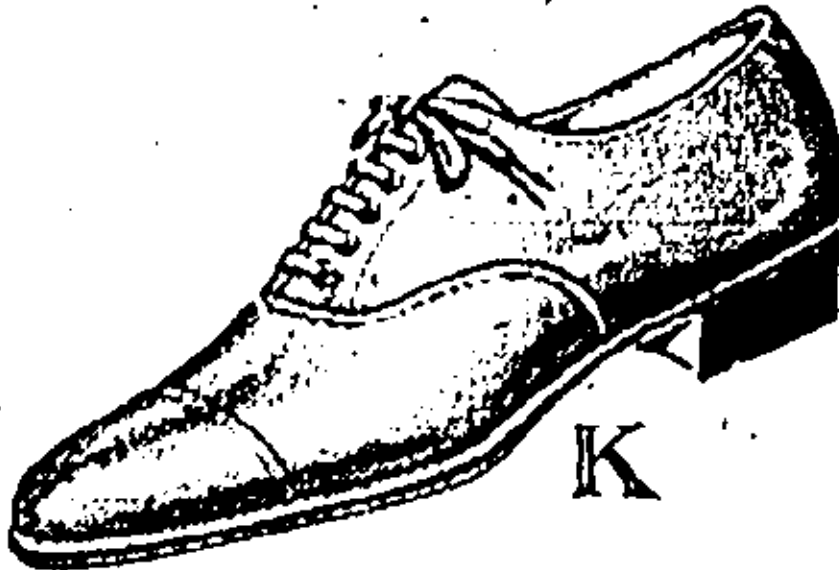


Ks FOR SUMMER.

Special quality Black and Tan Willow Calf Shoes, soft and cool, leather lined back quarters, light reliable sole. Three easy fitting shapes, sound workmanship and neat finish.

Priced from \$23.50

Less 10% Cash Discount.



MACKINTOSH'S LTD

K SHOE AGENCY



Morning

Time to get up—are you glad or sorry? Do you face the coming day feeling gloriously alive after a night's sound sleep, or are you tired and heavy-eyed after hours of restless wakefulness?

To enjoy sound sleep to-night and every night, drink a cup of delicious "Ovaltine" before you retire. There is nothing to equal this wonderful food beverage for inducing that natural sleep from which you will awake refreshed and invigorated in brain, nerve and body.

Consider the ingredients from which this complete and perfectly balanced food is made. "Ovaltine" contains malt extract—not powdered malt, which does not yield the same food value or exert an equal digestive power. Pure fresh milk from the finest pastures in England is used. Dried milk is not good enough for "Ovaltine."

"Ovaltine" contains eggs from our own and selected farms—not dried eggs. Eggs supply organic phosphorus, an essential element for building up brain and nerves.

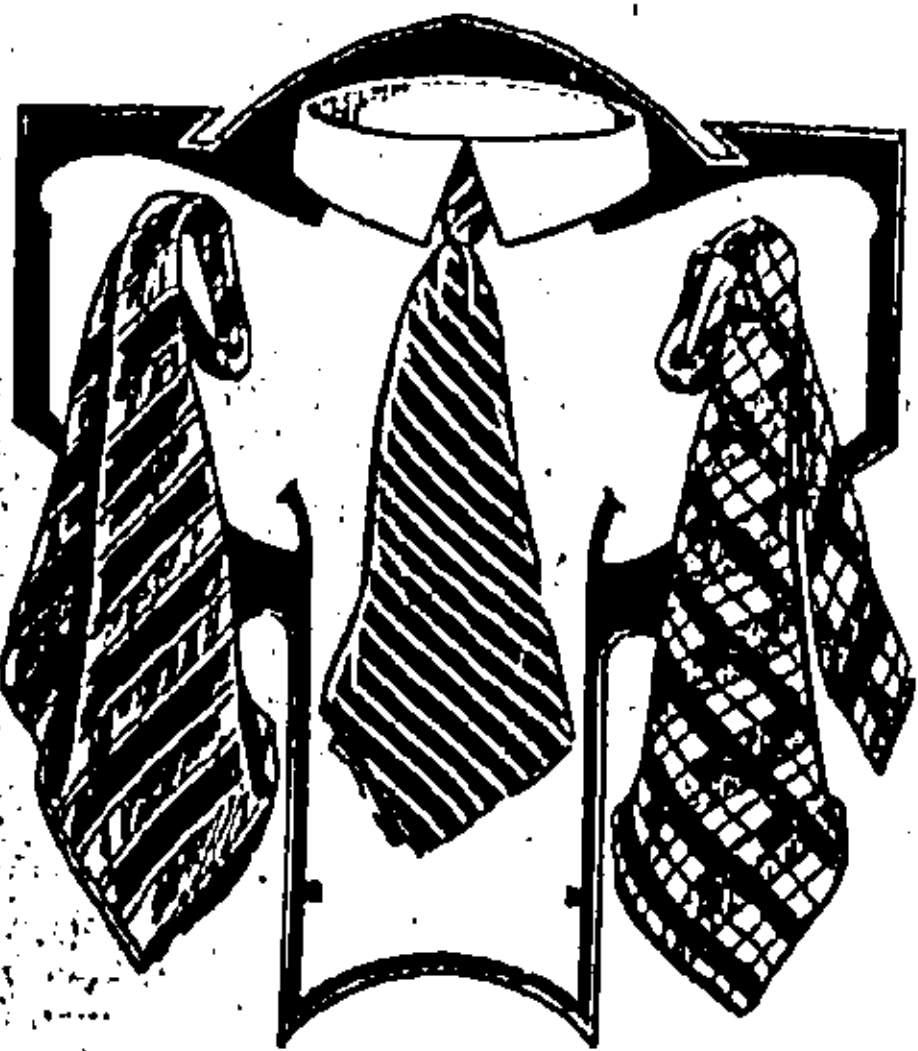
At the reduced prices "Ovaltine" stands supreme as the beverage which, at the lowest cost, most abundantly supplies the essential food elements which soothe the nerves, ensure sound sleep and rebuild brain, nerve and body.

OVALTINE

TONIC FOOD BEVERAGE
Ensures Sound, Natural Sleep

WHITEAWAYS.

NEW STOCKS OF MEN'S TIES.

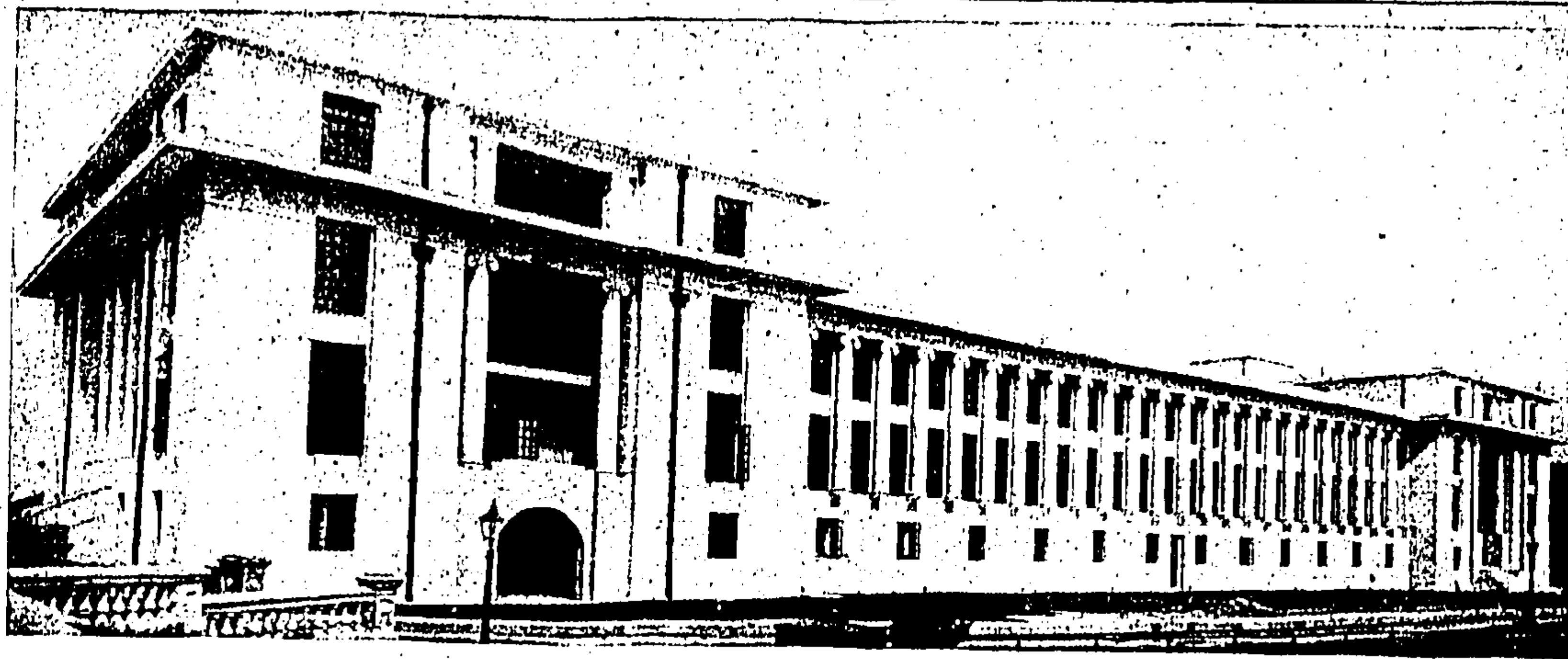


Just Received
for
EASTER GIFTS.

A choice selection of men's full end ties in the newest designs and shades in the latest weaves.

\$2.75 to \$4.50
CALL & INSPECT.

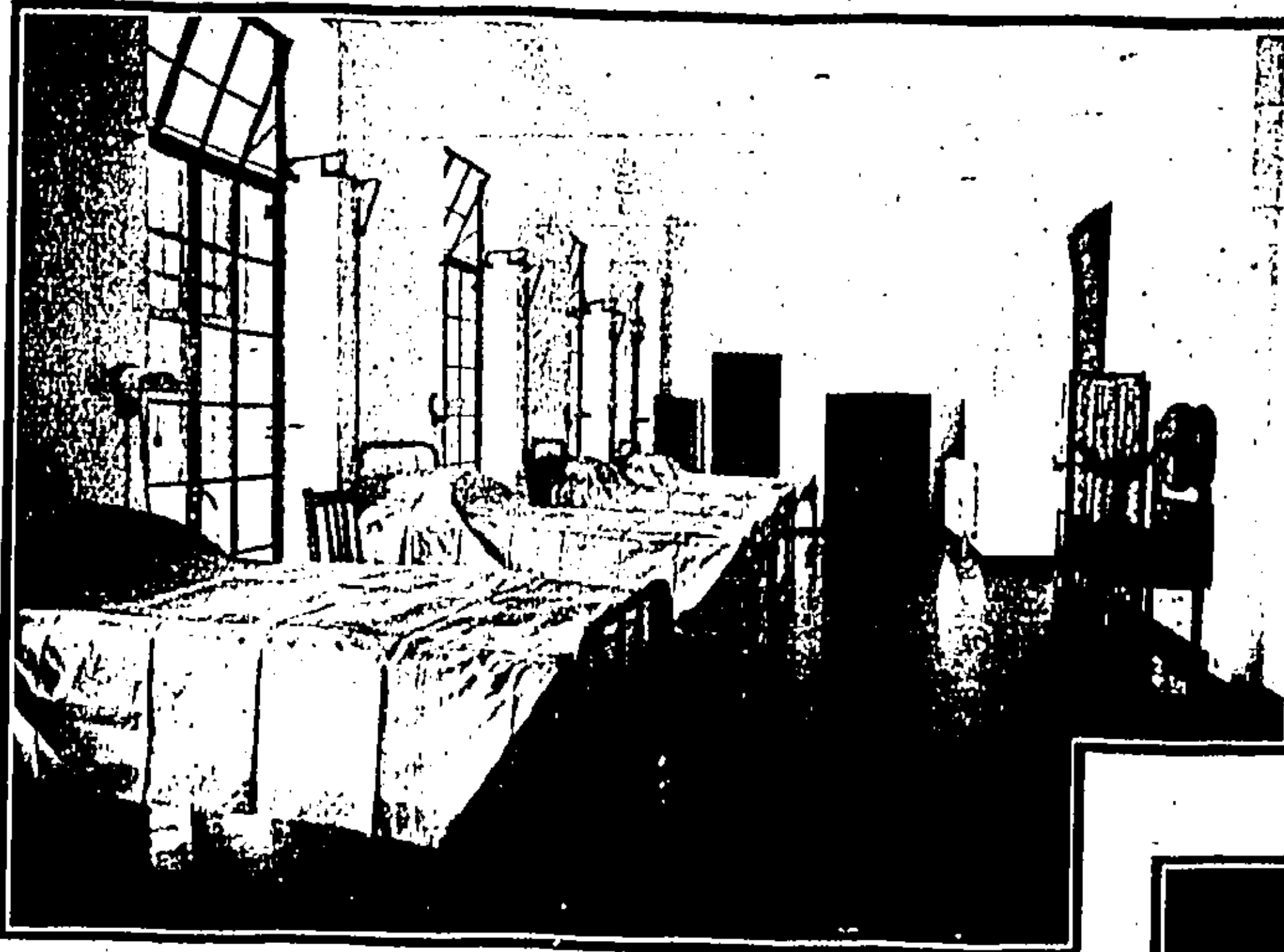
Men's Outfitting Dept.
WHITEAWAY, LAIDLAW & CO., LTD.



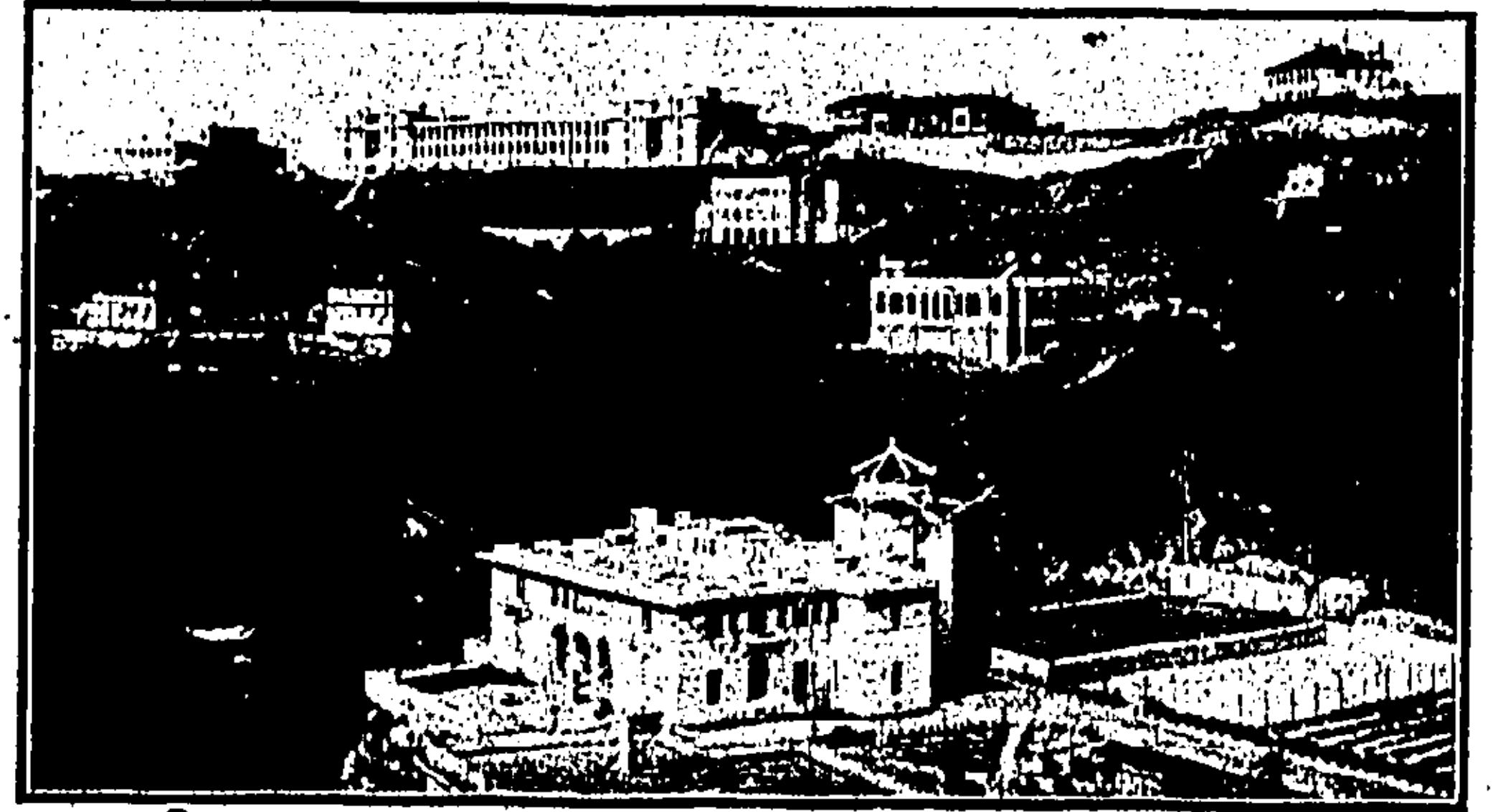
The new War Memorial Hospital on The Peak. The institution, which is replete with the latest equipment, took two years to build and occupies an area of approximately 32,000 square feet. The basement is faced with Hongkong granite and the surface treated in white marble plaster. (Photo: Moe Cheung).



The Earl of Lytton, head of the League of Nations Manchuria Commission, now in Shanghai.



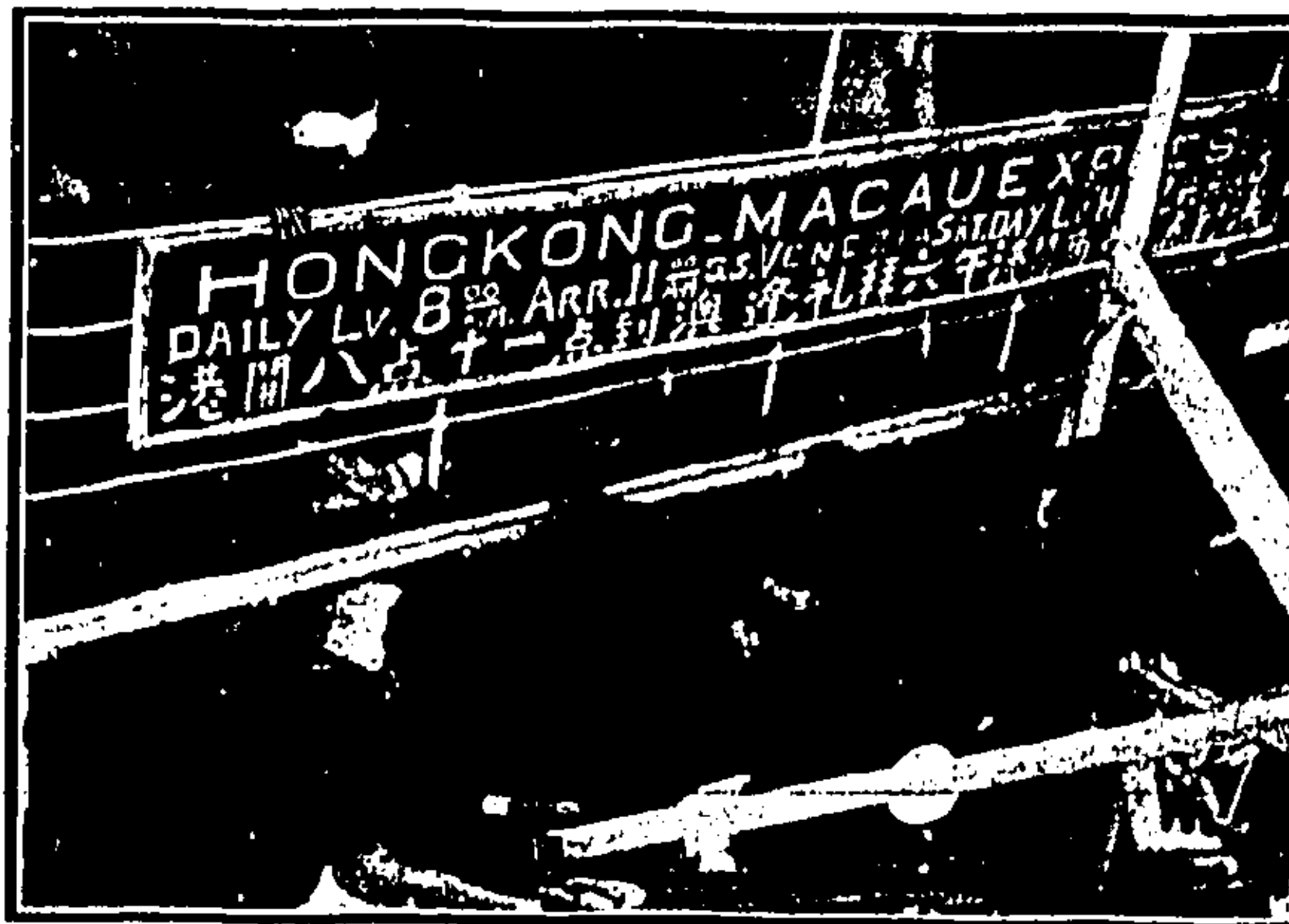
Here is seen one of the free wards in the newly-opened War Memorial Hospital. (Photo: A. Fong).



The new War Memorial Hospital is now a striking feature of the Mount Kellett district on The Peak. It is seen at top of above picture. (Photo: A. Fong).



This picture shows the entrance hall of the new War Memorial Hospital, opened by H. E. the Governor and Lady Peel on Wednesday afternoon. (Photo: A. Fong).



Passengers from the s.s. Venezia are here seen being transferred to the s.s. Sui Tai after the collision between the two steamers on Saturday last.



Picture shows the gash in the side of the Venezia, caused by her collision with the Sui Tai. The cabin spaces on the lower deck were stove in, the ship being cut halfway across.

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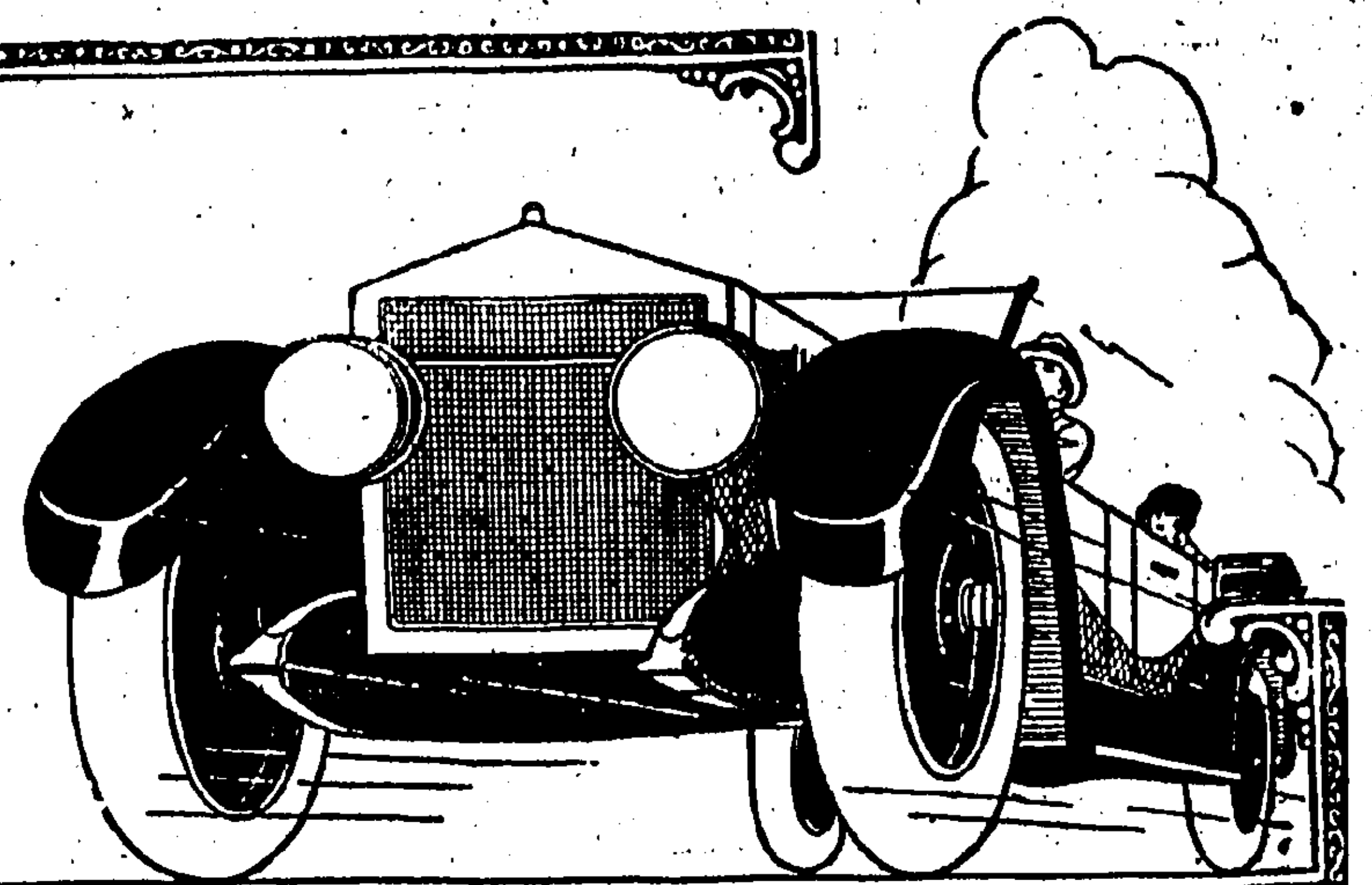
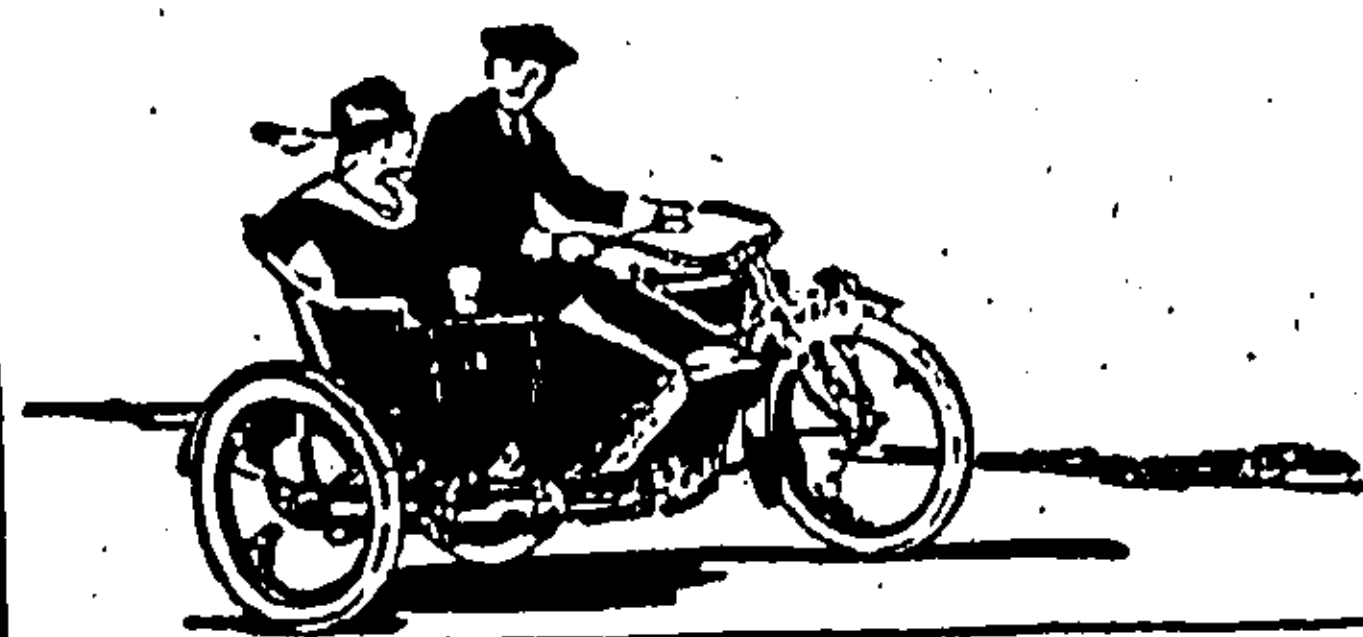
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH
SATURDAY 19th MARCH, 1932.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



CURRENT COMMENT

Dangerous Gloom.

The Government's desire to economise wherever possible, must meet with the approval of all taxpayers, providing the application of the axe does not cause public inconvenience or, possibly, danger. During the recent foggy weather, many motorists have expressed the opinion that it is most unwise to extinguish the road lights on the Stubbs Road, and from personal experience, the writer of these notes entirely agrees with that view. Although on a clear night, headlights render road-lighting unnecessary, in heavy fog, drivers of motor cars find the absence of road lighting a great source of anxiety. The standard lamps do not act as a guide in fog, especially when it is remembered that headlights are invariably dimmed under such conditions, and the experience of "feeling" one's way without sufficient guide, is decidedly unpleasant. We know of two instances where owners-drivers have mistaken the road during foggy conditions, in one case a car being driven up the Craigmin Road, and finally crashing over the side. Another instance occurred in the

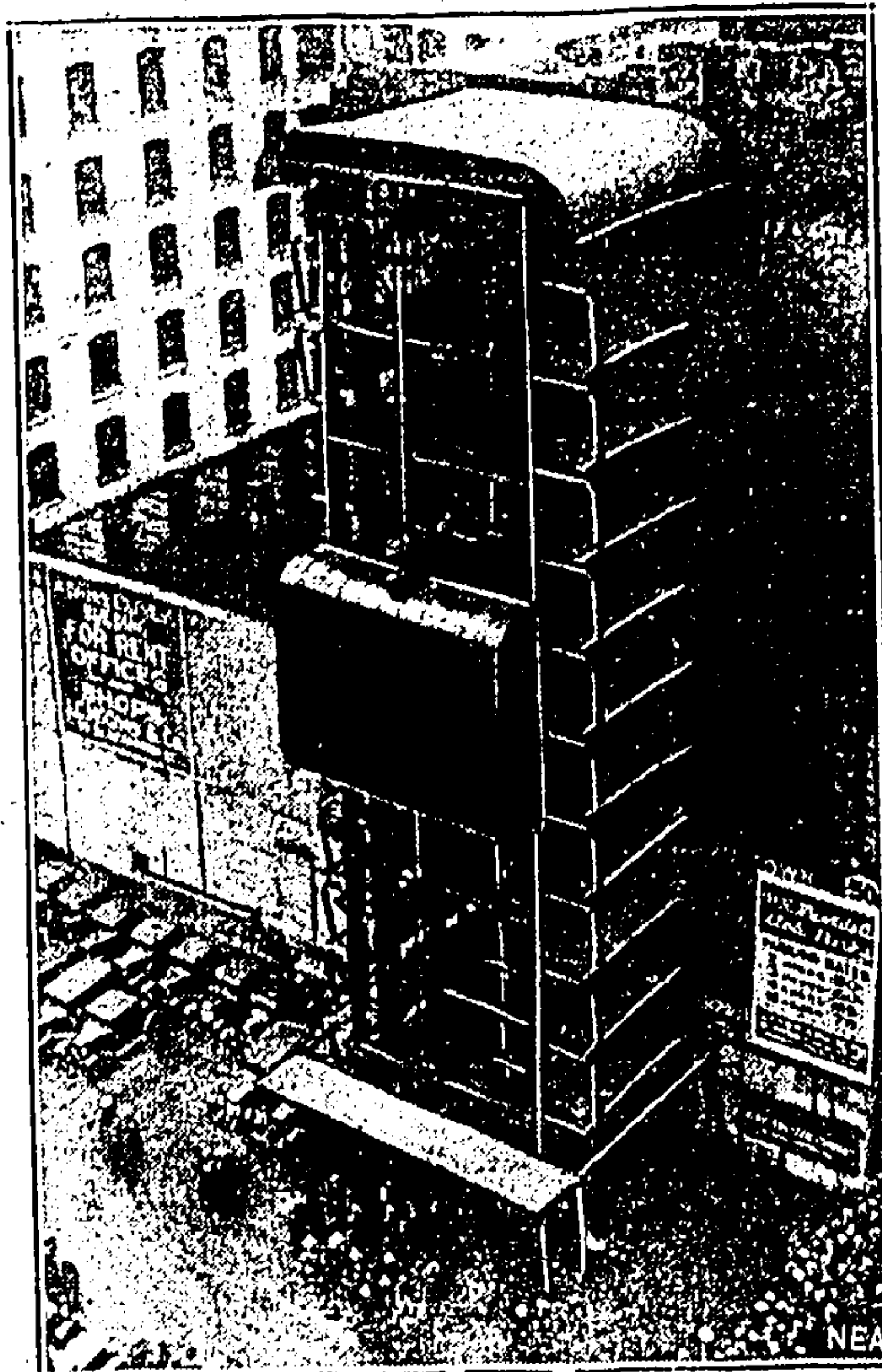
vicinity of the Peak School last week-end. Happily, neither of these mishaps caused serious injury to any of the occupants of the vehicles concerned, but it has to be borne in mind that at certain points of the route, appalling accidents might be recorded if a driver misread the road and shot over the side! It is because of the hazardous nature of the road ascending the Peak that every means should be adopted to ensure safety, and the decision to economise in lighting, has, unfortunately, the opposite effect. It would be interesting to know the amount saved by introducing shorter lighting hours, and it is to be imagined that the sum would not appear very impressive. As a gesture of the Government's policy it may serve as a nightly reminder that money is not wasted, but that will prove of poor consolation to the motorist who has the misfortune to come to grief during the foggy season. As a matter of fact, the word economy is misplaced under the circumstances, for there can be no justification for saving a few dollars to the danger of the public, and that is what it amounts to.

Pavement Needed.

Without a doubt, one of the most dangerous spots for pedestrians in the city is the stretch of Garden Road from the Cathedral Compound entrance to the lower Peak Tram station. When, as is often the case, traffic up and down the road is heavy, it is literally taking one's life in one's hand to attempt to cross over. Moreover, people walking either up or down from the Volunteer Headquarters corner to the Cathedral compound are always in danger of being run into by downcoming cars. All this points the need of a pavement being constructed on the southern side of Garden Road. The distance to be covered is not great; so the cost should be very little. There is plenty of room, since the road near from the Cathedral compound to the Volunteer Headquarters corner is quite a good width. May we suggest that this little piece of essential work be put in hand at an early date?

Diesel Ferries.
Further evidence that Hongkong is not lagging behind the rest of the world in the modernisation of transportation facilities, has been revealed during the week by the news that the vehicular ferries are to be powered by Diesel engines. The well-known "Gardner" engines have been chosen, of which three of some 400 h.p. are on order. These will be the biggest Diesel units in operation locally. The

AT LAST—A PLACE TO PARK!



Forty-eight automobiles can be parked in a space no larger than that taken by an ordinary two-car garage by means of this novel parking machine installed on downtown Chicago. The machine is an endless chain of platforms, and the platform on which the desired car is parked is brought to the ground for unloading. The structure stands 105 feet high, weighs 60 tons and occupies a ground space of 16 by 24 feet.

PRIZE BUSES.

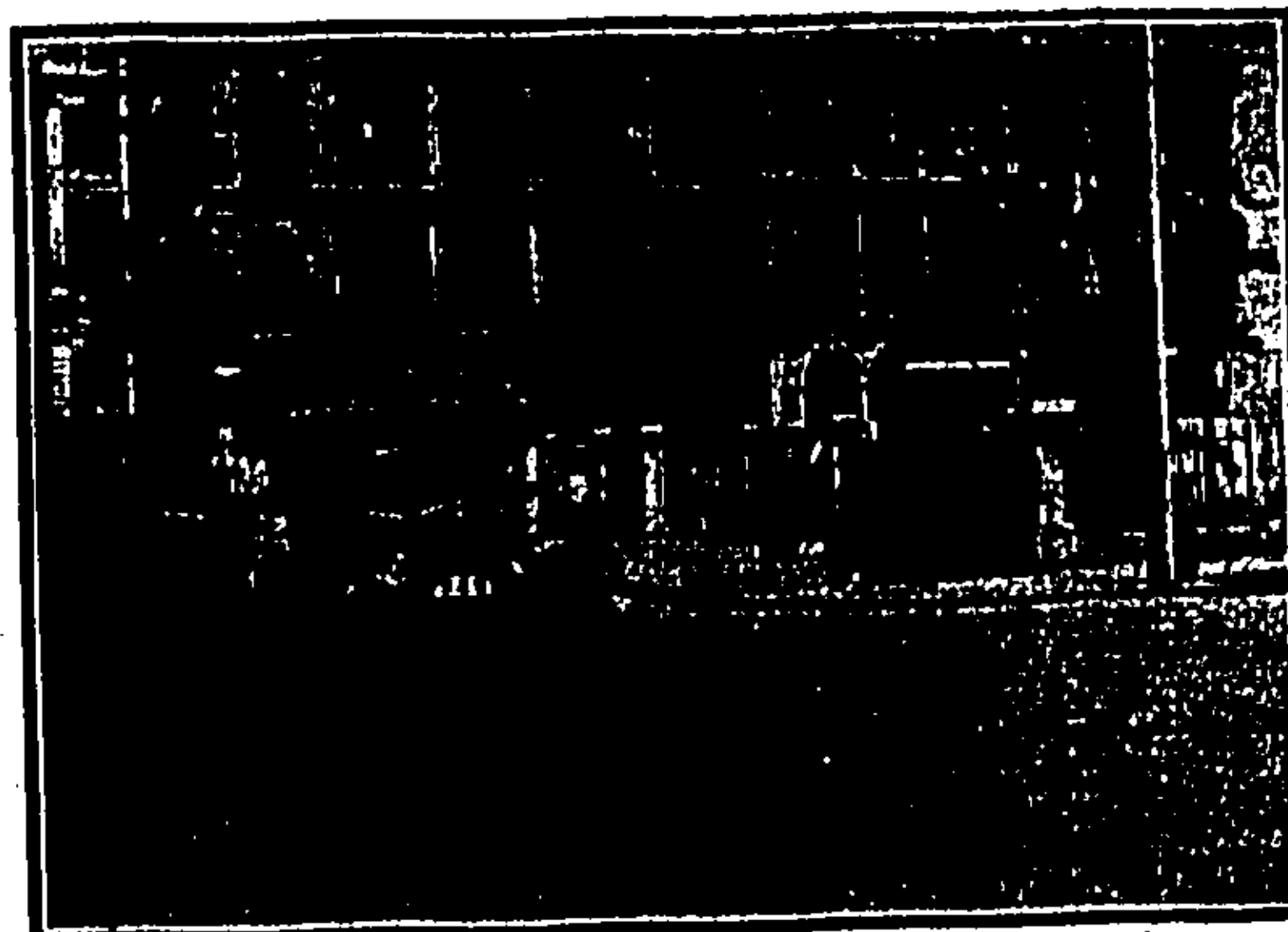
Thornycroft Honours at Olympia.

Amongst the half dozen or so Thornycroft omnibuses exhibited at the last Olympia Show, there were two which caught the judge's eye, and gained awards offered by the Institute of British Carriage

and Automobile Manufacturers. The silver Cup in the section for single-deck omnibuses, went to a 32-seated Thornycroft omnibus with body work by Messrs J. C. Bunde, Ltd., of Dartford, and the Bronze Medal in the section for double-deck omnibuses was awarded to a 61-seated low bridge type Thornycroft bus with body work by Messrs. Strachans, Ltd.

Both these vehicles were on the types of Thornycroft omnibus chassis, introduced for the first time at the Olympia Show, which one transport authority eulogised as "an important contribution to the progress of passenger chassis design."

THIS WEEK'S LUCKY MOTORIST.



A free supply of Texaco Lubricating Oil awaits the owner of the above car upon application to the Office of The Texas Company (China) Ltd.

BABY GIANTS. Small Cars Built With Super-Strength. 7 TO 70 H.P.

In these days when attempts at record breaking in the air, on the land, and on water are so common, it is strange that there are still to be found so many people who cannot decide as to their utility or utility.

Progress has always been preceded by pioneer work that has not often been appreciated at the time.

The fast, comfortable motor-car of to-day has been brought to its present state of efficiency and safety largely as a result of experimental work carried out with a certain amount of risk and danger on road and race tracks.

Good engines, good brakes, comfortable suspension systems have been developed largely as a result of the lessons learned under the gruelling conditions imposed by high-speed driving.

In spite of the great advance that has been made, however, there is still a huge field for development. The science of streamlining motor-cars to reduce wind resistance, thus saving power and increasing speed, and the lessons learned during high-speed attempts are already being applied to the ordinary motor-car with great benefit.

This simple and economical method of saving power and increasing speed is obviously of great importance where a motor-car is driven by an engine of comparatively small horse-power. Great Britain leads the field where the small car is concerned, and there is every indication that the industry means to hold and increase its already strong lead.

High-speed attempts with the small motor-car have stimulated an enormous advance in the efficiency and safety of the "baby" car with an engine of only seven or eight horse-power.

Little Giants.
In the earlier days of the motor-car most people sought to achieve speed by using the largest and most powerful engine possible. But with the arrival of the super-charger, a device developed almost entirely for racing purposes, ideas changed.

Smaller engines of great efficiency were fitted to stream-lined, strongly sprung cars, and by using the supercharger to force greater quantities of fuel into the cylinders, very big speeds were obtained with engines rated at far less horse-power.

Now we have reached the point where a baby motor-car can travel with reasonable safety at more than 100 miles an hour. Truly an amazing speed!

Many people will ask immediately what is the point of producing a baby motor-car that can travel at a speed never needed by the ordinary motorist. There is a very good reason.

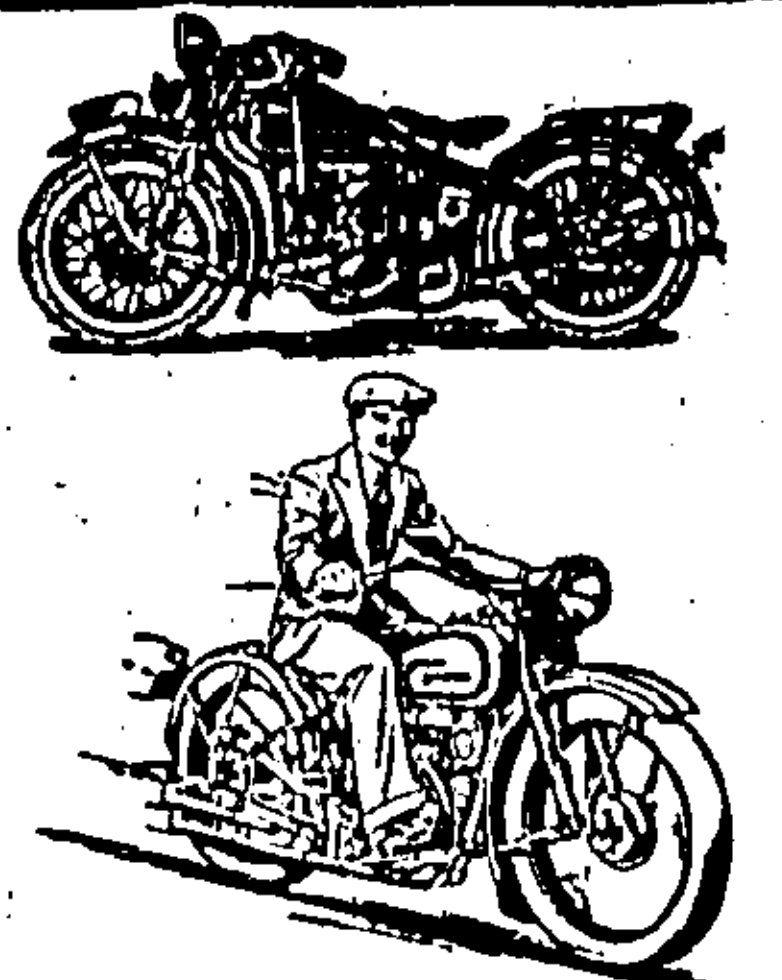
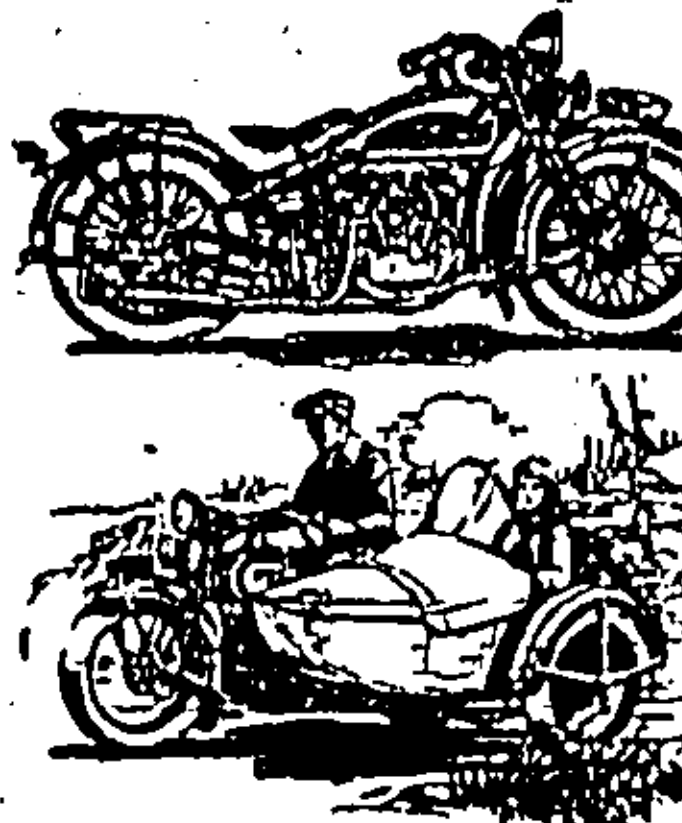
7 to 70 Horse-Power.
The latest high-speed record set up by Mr. George Eyston at Pendine Sands, Caermarthenshire, was obtained with an engine rated at 7-h.p. But with a super-charger that little engine—the size of a portable typewriter—is capable of giving more than 70-h.p. when the maximum revolutions are reached.

Perfect streamlining reduced wind resistance to a minimum and assisted the car to remain steady when travelling at high speeds, while scientifically designed suspension and shock-absorbing systems enabled the car to hold the track and eliminated bumps that would have been highly dangerous at such a speed.

These discoveries and developments may very well have a revolutionary effect on the future of the motor-car. If it is possible to multiply the normal power of an engine by ten, it will obviously not be necessary to build such large and expensive engines in the future. This would mean a saving in tax, oil, and petrol for the private owner.

We have already seen one type of stream-lined private motor-car built like an alrship, beautifully sprung and with an engine in the rear. With the improvement of the stream-line body for private use, we may shortly see an an-

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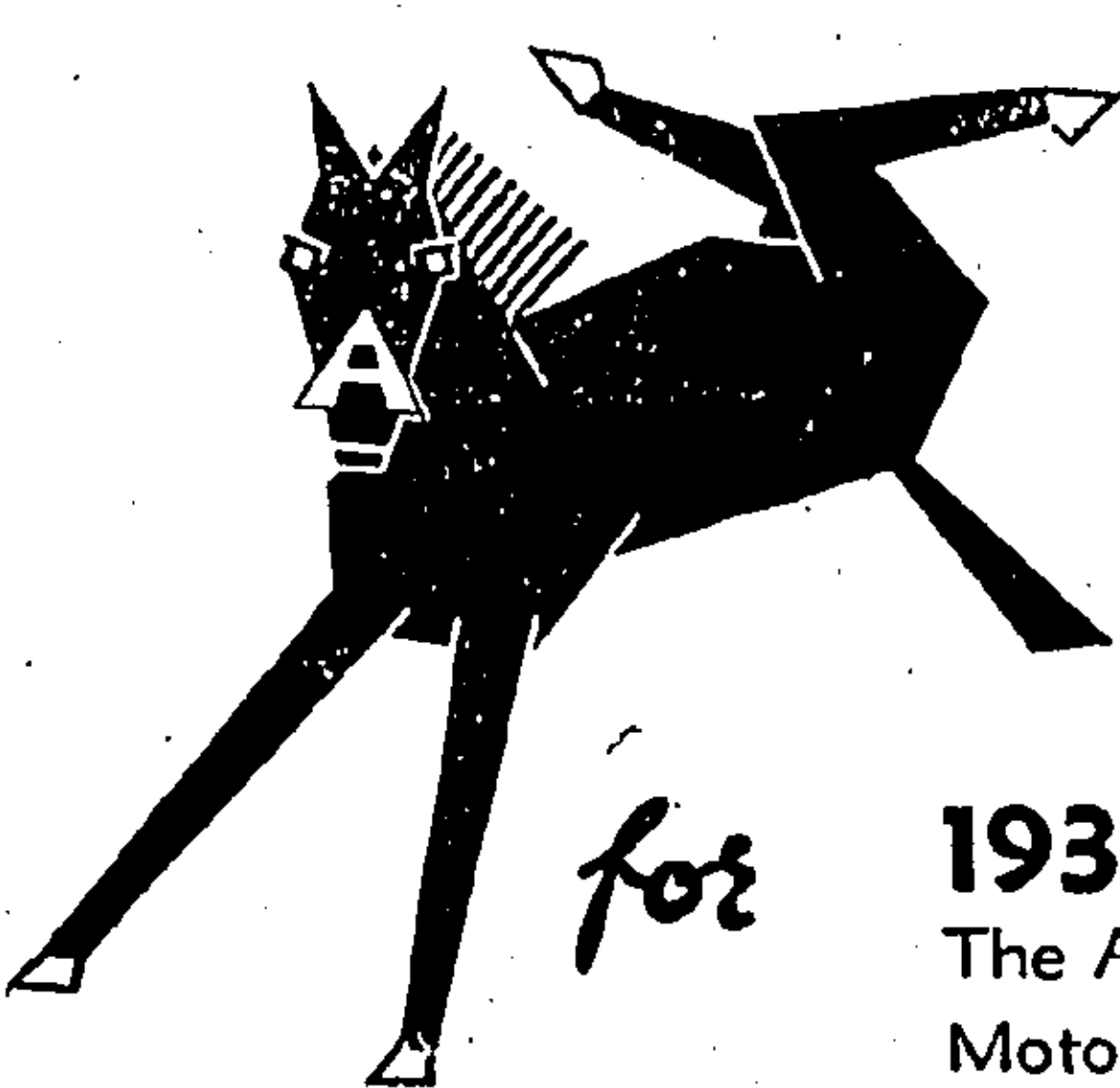
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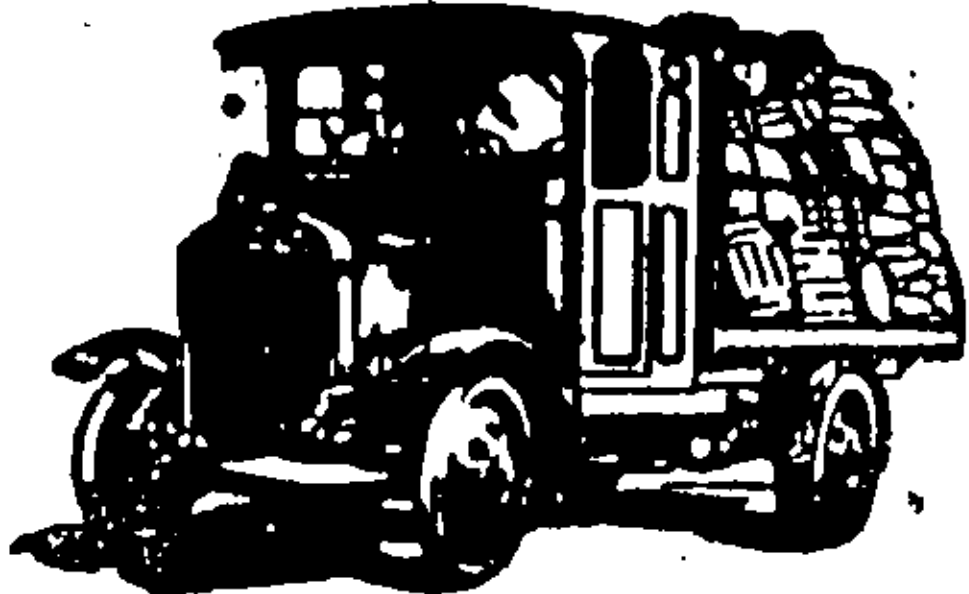
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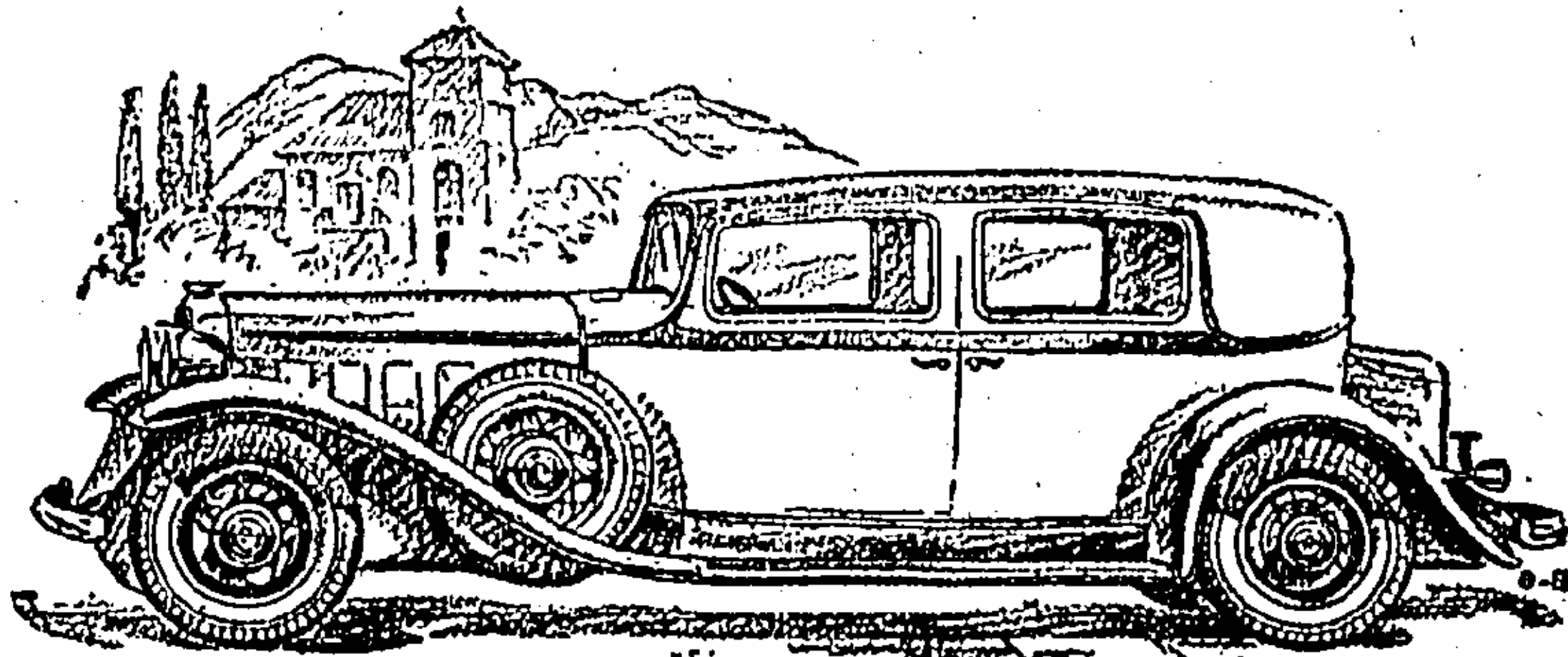
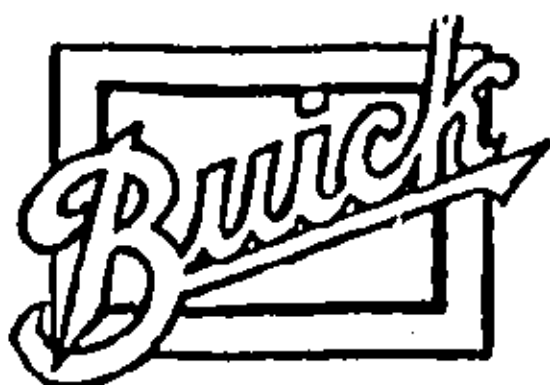
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MOTORING AND MOTORS.

Which is the Best Sort of Car?

TWELVE VITAL POINTS.

(By John Prieleau.)

The Hillman Motor Company, Ltd., have announced a competition in which the prizes (a "Wizard" and a "Minx" Hillman) are awarded to those two competitors who most nearly arrive at the combined opinion of the "Wizard" 20-h.p. Six held by Mrs. Victor Bruce, Sir Malcolm Campbell, and Sir Henry Birkin. Those will allot marks, each according to their own predilections, to such matters as acceleration, body-comfort, braking, finish, and so forth, and the results will be deposited, sealed, with the company's bankers until judging time. It seems to me a form of publicity which should prove singularly instructive to the makers of the car if every entry form is read, irrespective of whether it is within one or within ten thousand points of the necessary total. Granted a representative number of opinions, the Hillman Company will have at their disposal the candid views of a very large number of customers, potential or actual. I should imagine that the occasion is unique.

As we all know, that buyer's opinion does not always coincide with that of the manufacturer, though it is obvious that it should. The latter's object in business is to build and sell to the largest possible number of people the exact type of car these believe to be the best suited to their purposes, and he is and always has been handicapped by inevitable ignorance. In only a comparatively small number of cases is he told what his customers really think—sometimes to his satisfaction, sometimes to his humiliation. He never knows, at first hand, what, as a whole, they like and what they dislike about his cars.

How does the average man judge the points and general value of a modern car? Does the mechanical or the coachwork part interest him most? Is it really true, as I have been assured many times, especially lately, that cars are sold to-day mainly on the comfort of their bodies? I am inclined to think that this factor has a far greater influence than

most of us imagine, and that the man or woman of experience who chooses a certain type of car mainly because it is comfortably equipped, without paying much attention to engine-design, is not the ignoramus we should have thought him a few years ago. The "works" of most cars—certainly of all makes with a name to lose—can be rolled upon to do their job properly for at least a couple of years or over between 20,000 and 40,000 miles. It is only now and then that you find coachwork in which you can expect to sit with any degree of comfort over a long distance.

The Twelve Points.

What is really the best sort of car for most people? Let us assume, for the moment, that the qualities of engine in its general design at least can be taken for granted, that it is well up to its work; satisfactorily smooth-running; "clean"—which means that it does not need decarbonising too often; economical in oil and petrol; and does not want valve-lap adjustment more often than usual. With this assurance I would set up the following twelve points in their order of merit.

First, suspension and road-holding; second steering; third, brakes; fourth, ease of gear-change; fifth quietness of intermediate gears; sixth, head room; (you can, oddly enough, learn to endure cramped legs more quickly than compressed elbows and ribs); ninth, ventilation, which means absence of draught as well as admission of fresh air; tenth, clear vision, particularly rearwards; eleventh, ease of entrance and exit; twelfth, comfort and depth of upholstery.

None of these, you would say, was an impossible standard, by which I mean that one could reasonably expect a good proportion of marks for each one in any modern car; yet I can remember very few cars I have tried since, let us say, the war, in which all these twelve got their due share. Numbers one to five are quite commonly well-marked to-day, even in cars, costing much less than £200, but six, seven, nine, ten and eleven seldom get a "pass"—especially eleven. What exactly lies at the back of the mind of the designer, who, "year by year, in pious patience," makes it more and more difficult for his customers to get into and out of his carriages? Price or claims to luxury have no bearing on it. I have gone through the same contortions on entering and leaving a £2,000 saloon and the £135 light car with a wheelbase some four feet shorter.

Do my twelve points constitute an excessive demand? I cannot think so. If your car is not well sprung and "dithers" on corners, it is neither comfortable for particularly safe. Steering and brakes must naturally be of the sort you do not think about, and the drive, which means the clutch and gear-box together, be unobtrusive. You must have room in the three main directions, along, across, and up (most specially up); you must breathe

fresh air or lose your essential alertness; you must see as much as possible behind you. It is not of vital importance that you should be able to get into and out of the car easily, but I do not think the business need be regarded as a luxury, any more than pneumatic upholstery. If you sit uncomfortably you get tired very quickly, and when you are tired you are within measurable distance of the border-line of dangerous driving.

Our new cars, particularly those built at home, are astonishingly good in most respects. We have not very much to learn from other nations in the designing of cars for our own purposes, but I think we have still something to learn from our inarticulate selves. We are too easily pleased—or, if you like, we are too lazy. We put up with the second-rate in certain things when the first-rate could be had for the same money. A very un-British characteristic.

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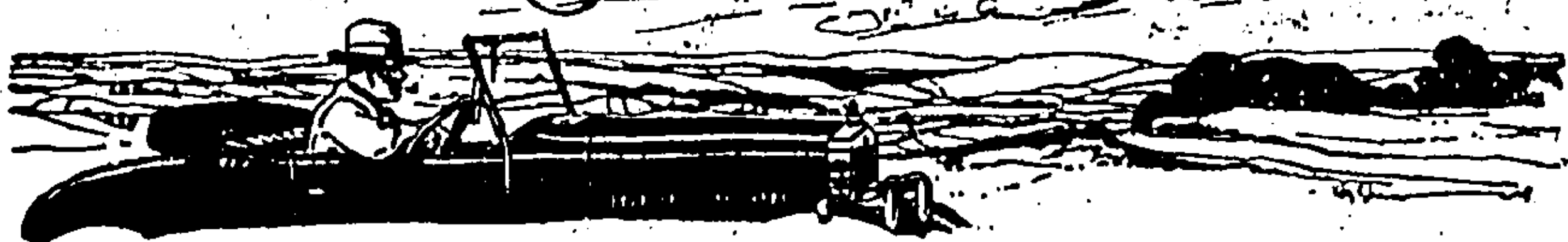
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Musings Awheel



Idle Thoughts upon Motoring Matters of the Moment.

By "Milentor."

To those about to Break the Bank.

Next month, I hear, there is to be a Winter rally at one of our South Coast resorts. So that home-bibernators who are giving Monte Carlo a miss this season can find their little spot of *cote d'azur* on the cerulean shores of this jolly old island, what! Anyone who doubts the azureness of our home-ists should reassure himself by going to Devonshire and standing on the top of those glorious red cliffs that encircle Babbacombe Bay like a wreath of roses.

Then gaze down into the depths and study colour. Azure! There are peacock blues and cobalts and indigos and ultramarines and every possible variety of blue, from sky-blue to starch, from Oxford to Cambridge, all blending with violets, greens and purples into something rich and strange by way of a sea change.

Having rallied, and won the heavy prize (for cars), one can then with a clear conscience parade the esplanade with an independent air, and with the added satisfaction of having not only abstained from breaking the bank at Monte, but also saved all the expense and inconvenience of breaking the peace and quietness of one's own particular pet banking account at home.

Manners from the Minors.

I have a commercial traveller friend who probably spends more than half of every day at the wheel of his car. I haven't the foggiest idea what his annual mileage is, but it must look like one of those strings of figures which we usually associate with the National Debt or the circulation of our daily paper.

A chat with him is always illuminating, for he is nothing if not observant. I was interested, therefore, to hear that, in his opinion, women drivers no longer deserve the criticisms which we males are so prone to level at them. My friend asserts that they are more courteous and considerate than the average masculine driver, and that they give clearer signals—and, what is more, stick to 'em.

The improvement is due, in his opinion, to the advent of the small car. In days gone by ladies learned to drive on the family bus, which was usually a heavy vehicle, demanding most of their strength, and certainly all of their concentration, to handle. Consequently road courtesy did not get a great deal of thought. Nowadays, however, a small car is generally to be found as an adjunct to the before-mentioned family four-seater, and it is the privilege of the ladies of the household to drive it. So easy is it handling, and so small a demand does it make upon their attention, that they have every opportunity to take in what is happening around

them. Thus they speedily get to realise how much their own safety, as well as that of other road-users, depends upon intelligent driving and signalling.

There is logic in this, and I am inclined to think that my friend has hit the nail on the head.

Keeping Company.

Occasionally I am foolish enough to agree to "keep company" with another car on some trip. The practice has nothing to recommend it. It is far better to fix a rendezvous and travel independently.

Even if the two cars are of the same make and model, it is extremely difficult to keep together, especially in traffic. The leading car takes advantage of openings, which close up before the following car reaches them, which often means hard driving if the latter wishes to make up for the delay, while even on the open road one car may overtake in perfect safety where two can only do so with considerable risk.

Recently I tried to follow behind a car considerably slower than my own, and my efforts to keep it in sight made the drive, which included a good deal of fairly heavy traffic negotiation, abominably turgid. I assure then, as I have sworn before, that I would never do it again, but sooner or later I expect I'll be weak enough to agree when the suggestion is again brought forward.

Apart from anything else, no two drivers have the same methods, and to adapt oneself to the pace set by somebody else leads to acute mental discomfort. To drive with any enjoyment, one must be constantly regulating one's speed to suit the ever-varying conditions of the road, and any other consideration is, to say the least of it, a disturbing influence.

Liaison.

There is a railway station in my neighbourhood which owns a building that points a moral. It is nothing more or less than a six stalled garage which, built for the company's use in the beginning, but proving a white elephant, has since been let to private motor hiring firms and is now permanently full of private cars and very seldom available for the chance visitor, especially when in a hurry.

Now, if that railway company had known better it would have built it at the next station where no such facilities exist, and I will warrant it would not only have paid its way but would even have attracted travellers who now use other points of departure.

Condition and liaison are in the air; a combined use of road and rail can be a great trouble-saver (especially for business trips to London), and here is an opportunity to reap the advantages of both.

A Pit for Sale.

I have a "pit" in my garage. I found it there, I never have occa-

sion to use it, I cannot sell it, and I am always wondering whether some day the boards across it will not collapse and my car—or somebody else's—will not plunge into its black unknown fungus-ridden depths. I wish I could give it away, but like swamps and ponds it stays put, a memorial of the times when motors were adventures and all sorts of mysterious and occult things happened to parts of them that nowadays never even require looking at.

There was a time when all hotels that wanted to attract motorists used to advertise that they owned a pit. I know one in the Midlands the discomforts of which I even used to put up with in order to use its gloomy excavation for my car. Nowadays I doubt if one out of a hundred motorists have one in use, and if they have I warrant that it is full of old tyres and such long ago far-off unhappy things. But let me be just: I have used mine for blanching chicory, and on one year—when a coal strike was said to be imminent—I filled it up with fire logs. So it has had its uses, but I am very frightened of it, all the same. Anybody can have it for nothing—if they will take it away.

Autographs.

I wonder what causes the strange desire on the part of that portion of the population known as Demos to write their names in places where they are least required. Almost every object of interest in the country is defaced with the autographs of the undistinguished, and these names and initials are, whenever possible, indelibly carved, with or without date.

Why "W. Smith, Hoxton," or thereabouts, feels impelled to announce to all and sundry that he visited a certain monument in 1931 passes the understanding of any normal person, especially since he advertises himself as an individual without much sense of decency.

I suppose some sort of desire for immortality is at the bottom of it. This desire, whatever it springs from, is unfortunately born in a large proportion of the inhabitants of the British Isles, and the paintwork is scratched every day by some wretched infant who is impelled to write his or her name in the dust or dried mud adhering to it. I speak feelingly, because only the other day I found one of my front wings covered with hieroglyphics, scratched well and truly into the cellulose with the point of a lead pencil.

Education, I suppose, is a very desirable thing, but I often wish the schools would teach decent behaviour before starting on the three R's. Demos will assuredly reply to this criticism in pointing out that the craze for unnecessary advertisement is not confined to the unwashed classes. He will say that cranks religion enthusiasts fasten their tracts upon trees, while temperance folk are not above defiling the glories of our forest belts with words of warning to those who hold different opinions from their own, and I am afraid Demos will be right.

MOTORING AS A CAREER.

Everything From Theory to Salesmanship

By H. Thornton Rutter.

Motoring, both as a career and as a pastime, is still attractive to the younger generation if I may judge from the number of letters on the subject addressed to the *Morning Post* recently by parents and guardians.

I propose to answer their queries collectively in this article.

Engineering itself has so many branches in its application to the uses of mankind that any particular section of it requires a knowledge of a wide range of subjects. This applies equally to the trained automobile engineer. He must know both the practical and theoretical sides of his profession, and must combine with these, to his successful, a sound knowledge of its commercial business organisation.

Both Messrs. John I. Thornycroft and Co., of Basildon, and the Daimler Co., Ltd., of Coventry, run well-conducted training schools for premium pupils as well as apprenticeships.

In both the pupils serve in all departments of the works besides attending lectures. The course is of three years, and pupils have also the opportunity of sitting for the examination of either the Institution of Civil Engineers, the Mechanical Engineers, or the Automobile Engineers.

Time in Works.

Then there are the engineering schools of the various Universities, which give more attention to the theoretical than to the practical and mechanical side of training; so that students who obtain engineering degrees frequently find they have to spend some time in an engineering works to complete their education.

London also offers the Automobile Engineering Training in a two-year course.

The Society of Motor Manufacturers and Trades have given this college their strong approval. It was founded specially to meet the requirements of the motor industry for young men of good education, and gives them a wide experience of practical automobile engineering and a sound knowledge of its commercial side. Thus, its graduates are trained to take administrative positions.

It is also the college of aeronautical engineering, providing a comprehensive training in civil aviation, so that its students may qualify for positions as ground engineers.

Lieutenant-Colonel F. C. Sheldermine, Director of Civil Aviation, Air Ministry, has stated that "with the rapid growth of commercial aviation, the demand will naturally increase for ground engineers, staff, supply services, and technical grades of all kinds."

It is impossible to over-estimate the importance of the "ground staff" in connection with the operation of commercial air services. Reliability, safety, and economy depend on their efficiency.

The college of Aeronautical Engineering and Automobile Engineering aim to provide their students with that training and efficiency demanded in both services.

Intensive Course.

I have personal knowledge of all the engineering training schools and have inspected them from time to time. They are all excellent in their respective spheres, but, in these days of strenuous competition, I should prefer the intensive two-year course at the Automobile Engineering Training College.

It is not possible in a brief account to touch on such specialised sides as metallurgy and chemistry as applied to the motor industry. The Universities are the proper source of such appointments, although all the schools to which I have referred give general instruction in these.

My advice to parents and guardians is: Write for the syllabus of the three schools I have mentioned. These will astonish engineers themselves by the large number of subjects, both practical and theoretical.

But such training offers the individual student the opportunity to develop the particular side of automobile or aeronautical engineering he is best suited for.

Finally, there is the Institute of Motor Salesmanship. This is in London, and students are taught how to avoid the mistakes of salesmanship which so often rob a company of its rightful share of business.

It would be worth while taking a short course, if only to obtain its "Students' Reference Notes."

The course deals with every possible "snag" which salesmanship has to overcome, besides inculcating courtesy and politeness under most trying situations.

1907-1932 WILLYS-OVERLAND Silver Anniversary

1932 is the 25th anniversary of the Willys-Overland Company. During this period 2,500,000 cars and trucks have been sold throughout the world.

With the designing and manufacturing experience obtained during such period the company now announces the Silver Streak Motor, the best designed, most reliable motor in the low priced field.

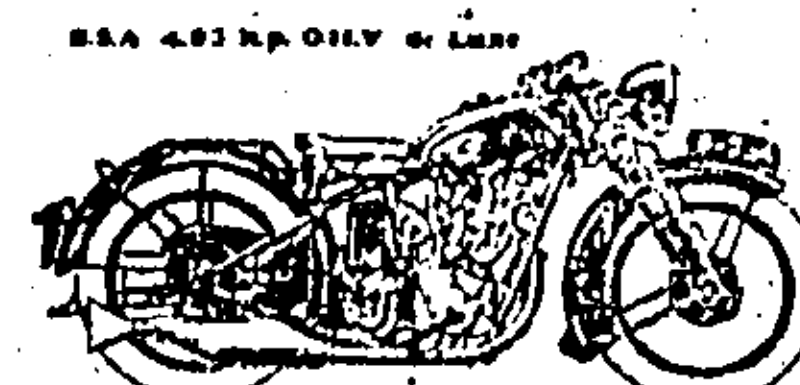
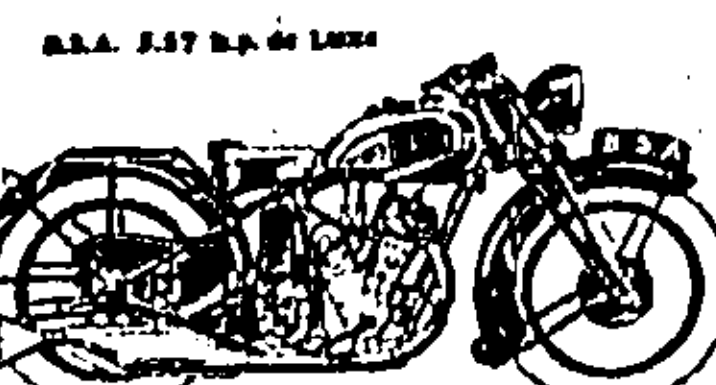
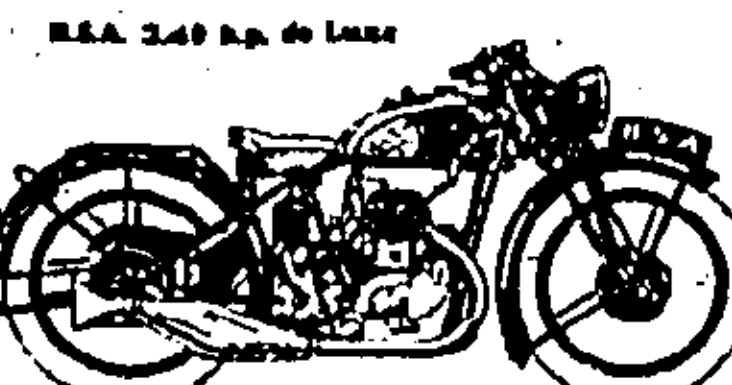
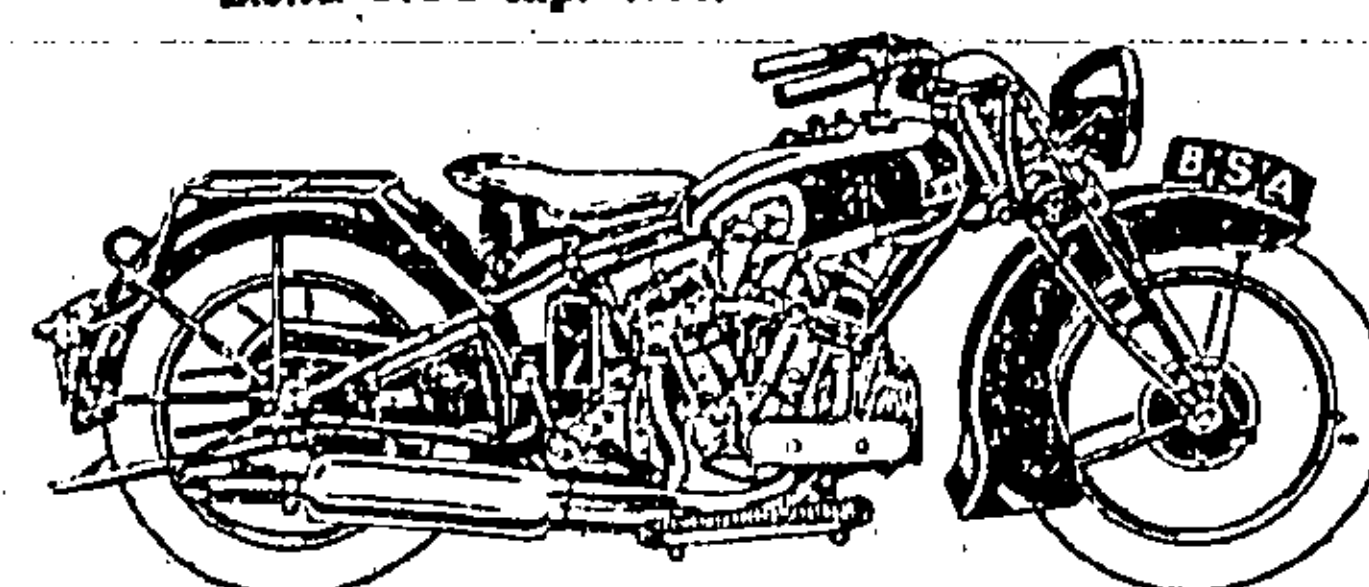
The Silver Streak Motor with four bearing counter-balanced crankshaft is mounted on a car chassis replete with advantages, 113-inch wheelbase, 58 1/4-inch tread, double drop frame, two-way hydraulic shock absorbers, etc. Bodies are weather proofed—have improved quality of upholstery—form-fitting seats—movable driver's seat with adjustable back.

Ask us for specifications and demonstration of the car with the Silver Streak Motor

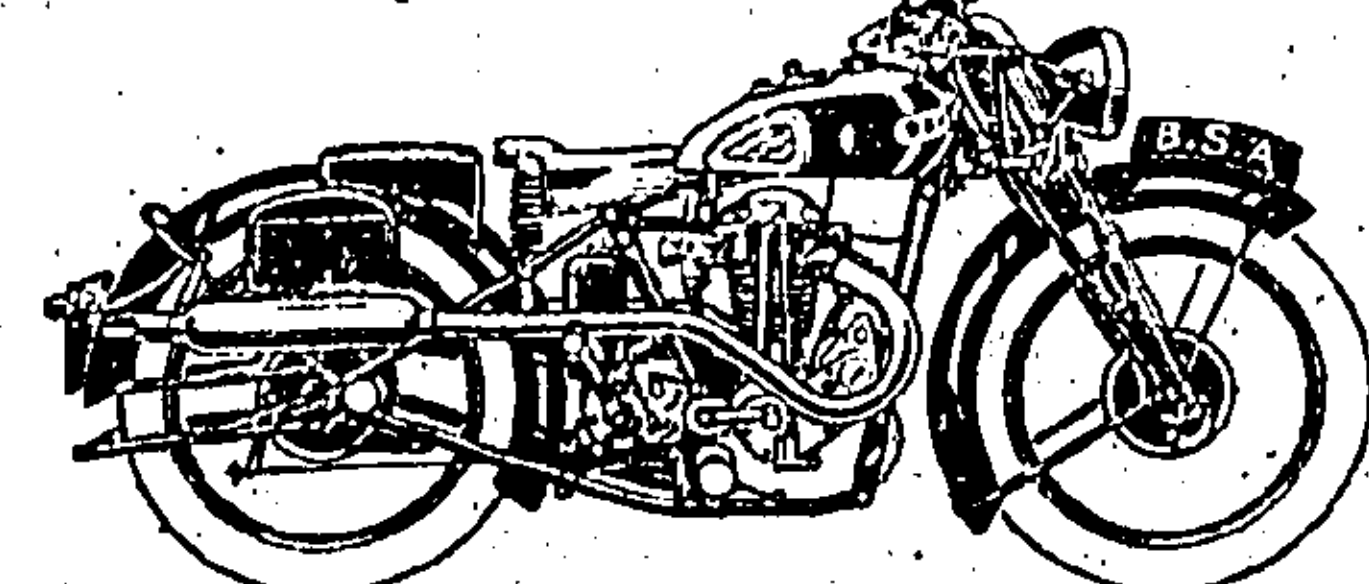
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LUCKY MOTORIST. HE HAS A FREE
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HIM UPON APPLICATION TO 14,
QUEEN'S ROAD CENTRAL, OFFICE OF



THE TEXAS COMPANY, (CHINA) LTD.

LATEST "ROLLS."

A Real Sunshine Roof.

A new idea in sunshine roofs was recently devised by Rolls-Royce for a 40/50 Hooper Sedan body. Instead of the usual sliding panel, there is a large Triplex glass window. It is fixed, but there is a movable section of bonding which works like a blind and covers the window from the inside.

The idea was conceived by the Rolls-Royce Italian agents especially for the Milan Show. It was realized that the ordinary Sedan body was too enclosed for touring—particularly in mountain-country—and the usual sliding panel in the roof was obviously undesirable in cold or wet weather.

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WILLYS-OVERLAND SIX BREAKS.

New York to Los Angeles-and-Return.

RECORD BY SEVEN HOURS.

A Willys-Overland Standard Six roadster, travelling the greatest distance at the fastest speed of any previous transcontinental automobile run, recently broke the record from New York to Los Angeles and return by seven hours!

Here is dynamic testimony of spectacular performance of the Willys-Overland six:

It has established a new record from New York to Los Angeles and return over a route totalling 6,770 miles.

This transcontinental round-trip was made in 135 hours and 22 minutes—a record for this distance between these two cities.

The average speed maintained was 60.065 miles per hour, a new high average. The former average speed was 47.65 miles per hour.

Weather and road conditions included blistering heat, freezing cold, rain, fog and from sea level to 8,000 feet above.

In order to establish such a high average, it was necessary for the Willys-Overland Six to travel well over a mile-a-minute most of the time while on the open highways.

Checked out of New York at midnight by Western Union officials, the two drivers pulled into Los Angeles exactly 65 hours and 19 minutes later, with the one-way mark easily broken.

Through the establishment of this new record, the Willys-Overland Six has added another mighty triumph to its long list of stock-car records which includes 16 AAA records, and has proved, in dramatic fashion, the inherent power, speed, stamina and endurance which make it the undisputed performance-and-value leader in the low-priced field.

This brilliant new coast-to-coast-and-return record is all the more impressive because it was not sponsored by Willys-Overland but was conducted independently by two popular young racing-car pilots neither of whom had any connection with the Company.

When choosing a car for the run, one pilot said: "My thought was to choose a low-priced automobile in which to make the trip. After studying the various cars in the low-priced field, I chose a Willys-Overland Six for the sturdy construction, powerful motor and safety features."

Surmounts Many Difficulties.

In the past, most coast-to-coast records have been established by cars considerably above the price of the Willys-Overland Six and generally these runs have had the assistance of highway officials and police who escorted them through congested districts and provided a right-of-way through restricted speed zones.

The run by the Willys-Overland Six was made without assistance of any character and the course led through many large cities and numerous towns. Wherever public safety became a factor, speed was retarded.

The first leg of the course led through the Alleghany mountains. Some portion of the 440 miles was driven through heavy fog. Those familiar with this section of the country will appreciate the spectacular performance of the Willys-Overland Six in covering the 440 miles in 7 hours and 49 minutes—an average of 58.7 miles per hour.

From Washington, Pa. to St. Joseph, Mo. the distance of 415 miles was covered in 474 minutes. From Springfield, Ill. to Topeka, Kans. the distance of 415 miles was covered in exactly 474 minutes also, almost a mile a minute. At many points along this portion of the road the car was driven in excess of 70 miles per hour.

The next run was from Topeka, Kans. to Albuquerque, N.M.—a distance of 985 miles. It is here that the country starts its twisting, winding upward course to the Pacific slope.

In spite of the fact that most of this route is hazardous, including steep grades, sharp curves and leads through the

famous and dangerous Raton Pass, the 985 miles were negotiated in 18 hours and 31 minutes, an average of 53.7 miles per hour! This, in itself is concrete proof of the car's amazing ability to perform in record fashion under the most difficult conditions.

This particular section of the coast-to-coast run serves as a severe test of a car's power, acceleration, stamina and roadability, for approximately 30 miles through the Raton Pass consist of winding mountain roads which climb to an elevation of 8,000 feet above sea level!

Much of the trip from Albuquerque to Los Angeles took the drivers through mountainous country, serving as a constant test of the engine's ability. The adequate radiation, the cooling system and the efficiency of the car's lubricating system were subjected to the most severe test and proved entirely satisfactory in every way.

Car Driven Down 30 Foot Embankment.

While crossing the desert, the drivers encountered an open bridge where workmen advised that a delay of 45 minutes would be necessary before the car could proceed.

Rather than be delayed, the intrepid drivers drove straight down a 30-foot embankment into a dry creek bed and followed the course of the creek for approximately 350 feet until they found a point where they could climb back to the highway. They then proceeded on their way, arriving in Los Angeles at 6:19 p.m.—exactly 65 hours and 19 minutes after leaving New York.

Check of Motor Shows Perfect Condition.

Checked in by Western Union officials immediately upon the car's arrival in Los Angeles, the motor was carefully checked for compression, valve clearance and ignition. They found it to be in perfect condition in spite of the terrific speed which it had maintained and after refusing, they started on their eastward dash—just one hour and 12½ minutes after their arrival in the Pacific Coast City.

Leaving Los Angeles during the late afternoon they crossed the desert during the night and as they climbed the mountains into Flagstaff, Arizona, the temperature dropped to below freezing but the performance of the celebrated Willys-Overland Six motor retained its high degree of efficiency.

The car continued on in its eastern dash, dashing into Albuquerque, New Mexico on schedule. The course eastward led over the same route which was taken on the western trip and naturally the same bad roads and detours were encountered.

The drivers arrived at Pittsfield, Illinois at 4:45 p.m., having left Los Angeles 45 hours earlier. As they were checking in at Pittsfield by Western Union observers, their log indicated that they were still running on schedule.

They arrived in Washington, Pennsylvania at 6:43, the next morning. From this point on to New York, the speed was decreased, due to heavy traffic, and frequent stops by highway and city officers who desired to check the car.

Western Union officials checked the car in at New York at 3:22 P.M. showing a total elapsed time, since its departure of 135 hours and 22 minutes—a new record for the run from New York-to-Los Angeles-and-return.

"On our arrival in New York," the pilot said, "we had our car checked by your official testers at

522 FIAT

THE NEW 6 CYLINDER

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Each car equipped as follows without extra charge—Wire wheels—two spare wheels and tyres—leather upholstery—safety glass—special lights on mudguards—stoplight, driving mirror and windscreen wiper.

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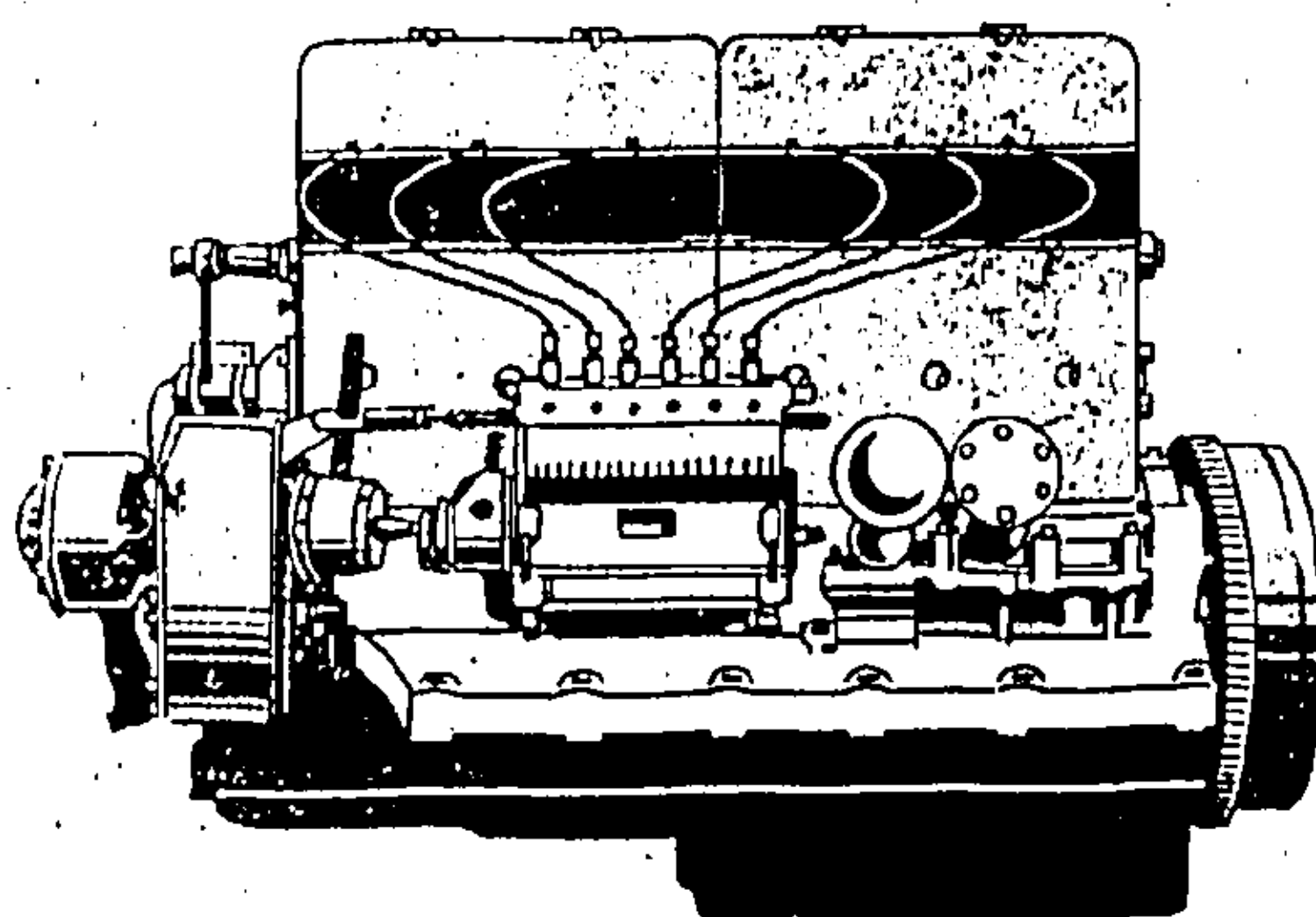
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STUDEBAKER, pioneer of Free Wheeling and many other epochal motoring advancements, now offers the greatest advance in safety—full-sealed, super-strength, 1932 type, clear vision Safety Plate Glass in all windcreens and all windows of all models at no extra charge!

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Safety Glass in the windscreen alone is not protection enough. All cars must eventually come to Safety Glass all around. Other cars will follow Studebaker to this new and final factor of safety as they followed Studebaker to Free Wheeling—but why wait? The Triumphant New Studebakers give you Safety Plate Glass in its finest form—in all windows and all windcreens of all models—and at no extra charge—right now.

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Studebakers

HONGKONG HOTEL GARAGE
THE HONGKONG AND SHANGHAI HOTELS, LTD.

CORRESPONDENCE.

River Steamer Suggestions.

[To the Editor, Hongkong Telegraph.]

Sir,—The points I bring up concern mostly steamers employed on the Macao run, but (1) being good for all river steamers and to and from Hongkong, and I hope that when this catches the eyes of the interested shipowners, they will do something to remedy matters.

Before proceeding any further, it will not be amiss to remind everybody concerned that 2nd class and steerage passengers form the bulk of every ship's complement, and precautions for the safety of their lives should be taken. While the 1st class saloon passengers have free access to the boat deck and lifeboats, 2nd class and steerage passengers have only a narrow companionway through which to escape to the boat deck in case of an accident. Imagine the confusion on board, when a collision or fire occurs!

The following are the points I allude to:

(1) In the second class and below decks, air space allowed passengers is not very liberal, and what there is, is usually occupied by deck chairs, campbeds etc., plus the passenger himself. There is little enough room between him and the man in front, and anybody wishing to pass through the narrow aisle formed by the rows of chairs etc., must first clear all sorts of obstacles before he will be able to reach his objective. Passengers and their luggage are necessary evils of course, and can never be eliminated, but there is at least one thing, and a very big obstacle it is, which can be removed without anybody being sorry for it. I refer to the tables measuring 1 foot x 1 foot x 2 feet, which are placed in the aisles, after the steamer's departure from port, and which take up more than half the free space. They are a definite nuisance to the passengers, who find it difficult even to stretch their legs! Perhaps the Captain or Chief Officer should make a round or two of their ships and order all these to be cleared.

(2) I find that the Southern course is the usual one taken to and from Macao, but, in the event of very boisterous weather, it will not be as well for Captains to take their ships through capsicum Pass? They have the welfare of the passengers in their hands, and anything they can do to alleviate the sufferings of their proteges, should be done.—Yours, etc., L. CHAN.

SUGAR MARKET.

THE LATEST CABLED QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Penfrenth and Co.

London Terminals.
March 1932 5/24 down 1/4 d.
May 1932 4/11 1/2 down 2 1/4 d.
August 1932 5/23 1/2 down 2 1/4 d.
December 1932 5/6 1/2 down 1 1/4 d.
Buyers at above prices, sellers asking 1/4-1/2 more.
New York Terminals.
March 1932 38 down 4 pts.
May 1932 32 down 5 pts.
July 1932 28 down 5 pts.
September 1932 34 down 5 pts.
December 1932 30 down 5 pts.

DUMBARTON SEAT.

RETAINED WITH REDUCED MAJORITY.

London, Mar. 18.
The Dumbartonshire by-election, consequent on the appointment of Lieut.-Colonel J. G. Thom to an Indian Judgeship, resulted:

Commander Cochrane (Cons.) 10,749
Mr. T. Johnston (Labour) 13,701
Mr. Gray (Scottish Nat.) 5,178
Mr. McIntyre (Communist) 2,870
Cons. majority 3,045.—*Reuter.*

[At the last election, Lt. Col. Thom defeated the Labour candidate by a majority of 12,288.]

SWEDISH PRINCE.

DEPRIVED OF RIGHTS TO SUCCESSION.

Stockholm, Mar. 18.
Prince Lennart has been deprived by a Cabinet decree of his rights to the succession and rights as a hereditary Prince, in consequence of his marriage.
The name "Bernadotte" is the only right he retains.—*Reuter.*
[Prince Lennart on March 11 married a Swedish business man's daughter in a London registry office.]

RELIEF WORK.

AMBULANCE CAR DONATED FOR SHANGHAI.

A Chinese resident of Hongkong who wishes to be known merely as "Mr. Luk" has donated \$7,000 for the purpose of buying an ambulance car for the use of the Red Cross workers in Shanghai.

A cheque for this amount has been sent to the representatives of the Hongkong Chinese medical practitioners' organisation responsible for sending Chinese nurses to Shanghai and raising funds to finance their mission.

The donation was made following the receipt of information from Shanghai to the effect that all the ambulance cars belonging to the Nineteenth Route Army had been destroyed during the recent hostilities and the ambulance car sent from Hongkong recently was the only one still functioning, and the gentleman responsible for obtaining the donor's interest was "Dr. C. H. Wan."

Yesterday it was said that if the hull at Shanghai continues there is every reason to believe that the existing number of Chinese ambulance workers and nurses at Shanghai will be adequate. Consequently the organisation of a third party of Chinese nurses for Shanghai may be postponed.

"The Tung Wah Fund."

Speaking before the radio, Mr. Chan Lim-pak, the Chairman of the Board of Directors of the Tung Wah Hospital, said on Thursday evening that so far \$318,200 had been received by the Tung Wah Hospital for relief at Shanghai out of total donations of \$426,500. The Directors were confident of getting more contributions from day to day. Out of the amount received \$300,000 has been sent to the Cantonese Club in Shanghai for distribution.

The officials of the Cantonese Club, said the speaker, were assuming stupendous responsibility in providing accommodation and food for the tens of thousands of refugees, and a good portion of the money collected in Hongkong had been used for the provision of free passages for the thousands of Cantonese and other Chinese desirous of leaving Shanghai for South China or other parts of China.

Mr. Chan Lim-pak estimated that over 15,000 Cantonese had arrived at Hongkong thanks to the Tung Wah fund. In almost all these cases the Tung Wah authorities provided from \$2 to \$4 apiece for passage from Hongkong to districts in Kwangtung or Kwangsi. The speaker emphasised the fact that the Tung Wah fund being organised solely from the charity point of view every cent thus collected here has been remitted to Shanghai and to the Cantonese Club where the leading Chinese residents are managing the distribution of the money.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1,460 s.
Chartered Bank, \$11 1/4 n.
Mercantile A. and B., \$20 n.
East Asia, \$123 n.

Insurances.

Canton Ins., \$1,350 n.
Union Ins., \$445 s.
China Underwriters, \$4 b.
China Fire, \$590 n.
H.K. Fire Ins., \$1,250 n.

Shipping.

Douglases, \$26 1/2 n.
H. K. Steamboats, \$23 n.
Indo-Chinas, (Pref.) \$32 n.
Union Waterboats, \$25 s.

Mining.

Benguets, \$11.75 n.
Kailans, 30/- n.
Shai Explorations, Tls. 2.10 n.
Raubs, \$39 n.

Docks, etc.

Kowloon Wharves, \$144 1/2 n.
Whampoa Docks, \$27 n.
South China Motors \$10 n.
Providents (old), \$1.95 b.
Hongkows, Tls. 2.20 n.
New Engineers, Tls. 0 1/2 n.
Shanghai Docks, Tls. 90 1/2 n.

Cottons.

Ewo Cottons, Tls. 14.60 b.
Shanghai Cottons, Tls. 80 1/2 n.
Zoon Sings Tls. 11 1/2 n.

Lands, Hotels, etc.

H.K. Hotel (old) \$13.75 b. X. Div.
H.K. Lands, \$75 b.
Shai Lands, Tls. 27 n.
Humphreys \$18 s.
Realties, \$10.60 b.

Public Utilities.

Tramways, \$21.15 b.
Peak Trams, (old), \$15.60 n.
Star Ferries, \$91 b.
China Lights, \$21 b.
H.K. Electric, \$74 1/2 n.
Macao Electric, \$23 n.
Telephones, \$41 n.
China Buses, Tls. 16 n.
Singapore Traction, 8/- n.

ST. GEORGE'S SOCIETY.

LAST YEAR'S ACTIVITIES REVIEWED.

Grants and donations amounting to \$1,660, an increase of approximately \$500 over the previous year, have brought about a comparatively small reduction in the funds of the Society of St. George, Hongkong. These funds now stand at \$4,067.58.

The annual report to be submitted to members at the fifteenth annual general meeting, to be held on March 30, in the Board Room of Messrs. Jardine, Matheson and Co., Ltd., states inter alia:

The General Funds show a balance of \$4,067.58, a reduction of \$508.36 as compared with the year 1930. This is mainly accounted for by the increase under the heading of Grants and Donations which amount to \$1,619.41, as compared with \$1,053.03 last year. The balance of \$462.23 on the 1931 Ball Account has been transferred to the Entertainment Fund, which now stands at a figure of \$2,211.52.

Seven calls for relief were made on the Society, and an amount of \$991.45 was paid out; close touch was kept with the Hongkong Benevolent Society, and the General Charities Organisation to ensure that those who sought help were deserving cases. The balance of \$657.96 under this head represents donations made during the year.

On St. George's Day, a wreath was laid at the Cenotaph. The playing of "Retreat" in the afternoon by the band of the South Wales Borderers was, however, cancelled owing to bad weather. At night, the Society was "at home" to the men of the Services in the Lee Theatre, where a variety concert was given, which was greatly appreciated by all present. On Armistice Day, a wreath of Flanders Poppies was laid at the Cenotaph.

Membership.

The Annual Golf Match against St. Andrew's Society was played at Fanning on 29th November, 1931. For the second year in succession, this resulted in a win for St. Andrew's Society. Owing to a serious outbreak of diphtheria, and on the advice of the Medical Officer of Health, the Committee was regretfully compelled to cancel the Annual Ball, which was to have been held in January this year.

The Committee regret to report the deaths of Messrs. W. A. Hannibal J. C. Owen, II. E. Scriven and K. K. Staple. During the year, 66 new members were elected to the Society, and although there were several resignations, the active list is now 676, as compared with 518 last year.

The accounts have been audited by Mr. P. S. Cassidy, to whom the thanks of the Society are due.

JAPAN CRISIS.

THE CABINET'S DAYS NUMBERED.

Tokyo, Mar. 18.
Although the special session of the Diet which opened this morning is expected to pass comparatively quietly, unless possibly in the Upper House, where strong censure of the Government is anticipated, Mr. Inukai's last-minute decision on March 16 to assume the portfolio of Home Affairs himself has clearly revealed that there is serious internal discord in the ranks of the Government party; consequently it is believed this is merely a temporary makeshift in anticipation of developments after the termination of the Diet session on March 25.

Whether the aged Genro Saionji, who returned to his villa at Okitsu this morning after a fortnight at Tokyo conferring with leading political figures, has succeeded in arranging a national government to replace the present Ministry is unknown, but it is generally believed that the Inukai Cabinet's days are strictly numbered, as seemingly it is incapable of dealing effectively with the serious economic-political-social crisis facing the country, which requires very careful handling.—*Reuter.*

Industrials.

Malbans, \$22 s.
Canton Ice, \$5 b.
Cements (com.) \$18.80 b.
Ropes, \$17 1/2 b.

Stores, etc.

Dairy Farms, \$28.60 b.
Watsons, \$15.60 b.
Der A. Wings, \$1 n.
Lane Crawford, \$5.25 b.
Mackintosh, \$19 b.
Sinceres \$14.70 n.
Powells, \$3.60 n.

Miscellaneous.

Amusements, 20% b.
Entertainments (old) 15% n.
Constructions (old) \$0 b.
S. C. Enterprises \$10 n.
B. Ind. G. & Bonds, \$58 s.
Loans, \$4% b. Prem.
Constructions (new), \$1.75 n.

STUDENTS RIOT AT WEIHAIWEL.

ATTACK ON OFFICIALS' AT MEETING.

Weihaiwel, Mar. 18.
Students here are causing trouble owing to alleged importation of Japanese goods from Dairen.

First of all they demanded a meeting of the Chamber of Commerce to discuss methods of stopping this importation. During the meeting students disordered with the remarks of one merchant and attacked him until he collapsed.

The Vice-Chairman of the Chamber remonstrated and he also was attacked. When defending himself with a stick the Vice-Chairman struck a student, who fell down, and thereupon the students summoned the police and the Vice-Chairman was escorted to the yamen.

Subsequently the students went in procession to the court and demanded production of the Vice-Chairman in order that he might head the procession through the city, thus ridiculing him. The demand being refused, the students broke the court windows, and subsequently looted three shops, and carried Japanese goods to the golf course, where they were burned in a bonfire. All is quiet to-day, but all the shops have closed until the Vice-Chairman of the Chamber is released.—*Reuter.*

Fox Trot-The Man From the South. 2103-D.

Fox Trot-Figaro. CB50.

Fox Trot-Cuckoo. CB50.

Fox Trot-A Cottage for Sale. CB50.

Fox Trot-Without You. 2156-D.

Fox Trot-Looking at You. 2156-D.

Fox Trot-Let me Sing and I'm Happy. 2156-D.

Fox Trot-I Never Dreamt. 2156-D.

Fox Trot-Hangin' on the Garden Gate. 2147-D.

Fox Trot-Shell be Comin' from the Mountain. 2147-D.

Fox Trot-Iland me Down my Walkin' Cane. 2130-D.

Waltz-I Love You So. 2150-D.

Fox Trot-Romancing. 2150-D.

Fox Trot-Down the Old Back Road. CB269.

Waltz-Wonder Bar-Medley. CB269.

Fox Trot-I Want to be Happy. 2078-D.

Fox Trot-Tea for Two. 2078-D.

Waltz-Hush-a-Bye-Baby. 2078-D.

Waltz-I'll Always be Dreaming of Mary. CR58.

10.30 p.m. Rugby Mid-day Press News.

11.30 p.m. Close Down.

All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co.

SUNDAYS PROGRAMME.

11.00-12.15 p.m.

Relay of Service from the Union Church, Kennedy Road.

Palm Sunday.

Preacher—The Rev. Mr. E. G. Powell.

Order of Service.

Hymn—"Oh Worship the King."

Invocation.

Lord's Prayer.

Hymn—"All People That on Earth do dwell!"

Scripture Reading.

Hymn—"All Glory, Laud and Honour."

Prayer.

Offering.

Offering Prayer.

Hymn—"O Sacred Head, Now Wounded."

Sermon—"Dare We Follow Christ?"

Hymn—"O Love That Will Not Let me Go."

National Anthem.

Benediction.

12.15-2.00 p.m. Chinese Programme.

1.00 p.m. Local Time and Weather Report.

2.00 p.m. Close Down.

8.00-10.00 p.m. European Programme.

8.00 p.m. Local Time and Weather Report.

8.05-8.35 p.m.

An Organ Recital by Mr. G. E. Longyear from the Union Church, Kennedy Road.

Programme.

1. Bridal March (Goldman).

2. Spring Song (Saulkes).

3. Largo (Dvorak).

4. Priera (Devred).

5. Stabat Mater (Rossini).

8.35-10.00 p.m.

A Selection of records from Z.B.W.'s Library.

8.35-8.50 p.m.

Lyric Suite (Grieg, Op. 54).

Played by the Royal Albert Hall Orchestra conducted by Sir Ronald.

(a) Shepherd's Boy (b) Norwegian Rustic March (c) Nocturne (d) March of the Dwarfs.

8.50-9.33 p.m.

In a Persian Garden (Fitzgerald and Lehmann) from "The Rubaiyat of Omar Khayyam" sung by Dora Labette, Muriel Brunskill, Hubert Elsdell and Harold Williams under the direction of Herbert Bedford.

9.33-9.47 p.m.

Petit Suite de Concert (Coleridge Taylor) played by The New Queen's Hall Light Orchestra.

9.47-10.00 p.m.

Moonlight Sonata (Beethoven Op. 27) played by Harold Bauer.

(This item is by special request of a listener).

10.00 p.m. Close Down.

RADIO BROADCAST

PROGRAMME FOR TO-DAY AND TO-MORROW.

Radio Programme Broadcast by Z. B. W. on a wavelength of 365 metres. (845 K.C.M.).

4.00-4.15 p.m. Chinese Programme.

6.15-6.40 p.m. (Approx.). An Attempt will be made to relay the Running Commentary on the University Boat Race.

6.15-11.30 p.m. (Approx.). European Programme.

7.00 p.m. Mail Notice.

6.40-7.30 p.m. Variety.

Organ Solo-I Found You.

Organ Solo-Wrap Your Troubles in Dreams.

Vocal Duet-The Land of Smiles-You Are My Heart's Delight.

Vocal Duet-Walkin' my Baby Back Home.

Layton and Johnstone. DB532.

Piano Solo-Song IIIa-Medley.

Billy Mayerl. DB534.

Song-Lovely Lady.

Song-Just Two Hearts and a Waltz Refrain.

Jack Plant (Baritone). DB558.

Organ Solo-Lonesome Lover.

Organ Solo-The Song is Done.

Reginald Foot. DB548.

Vocal Quartette-You Were my Salvation.

Vocal Quartette-Please Don't Talk About me When I'm Gone.

The Big Four. DB541.

Orchestral-Can't You Understand.

Guy Lombardo and His Royal Canadiana. 2089-D.

Vocal Duet-Would You Take Me Back Again?

Vocal Duet-We Two.

Layton and Johnstone. DB550.

7.30-8.00 p.m. Band Selections.

The Beggar's Opera-Selection (Gay-Austin).

Reg. Band of H. M. Grenadier Guards. 927-R.

On the Quarter Deck (Alford).

Ellesmere March (Gracie).

Reg. Band of H. M. Grenadier Guards. 744-R.

Morning, Noon and Night-Overture (Von Suppe).

National Military Band. 0013-R.

The Old Frog Pond (Alford).

Parade of the Elephants (Chenette).

Reg. Band of H. M. Grenadier Guards. DB507.

8.00 p.m.

Local Time and Weather Report.

8.05-8.22 p.m.

Sonata (Pathétique) in C Minor (Beethoven, Op. 13).

William Murdoch (Pianist). 9362-9363.

8.22-8.52 p.m. Operatic.

The Barber of Seville-Overture (Rossini).

Percy Pitt conducting the B. B. C. Wireless Symphony Orchestra. 9160.

Faust-Jewel Song (Gounod).

Romeo and Juliet-Waltz Song (Gounod).

Gertrude Johnson (Soprano). 9193.

Carmen-Selection (Bizet).

Percy Pitt conducting the B. B. C. Wireless Symphony Orchestra. 9125.

Il Trovatore-Tempest of the Heart (Verdi).

Dennis Noble (Baritone). 9550.

8.52-9.30 p.m. A Concert.

Piano Solo-Romance in E Flat (Rubinstein).

Piano Solo-Illark, Hark, The Lark (Schubert).

Ignaz Friedmann. D1836.

Song-Comin' Thru the Rye.

Doris Vane (Soprano). 9167.

Violin Solo-Zapatando (Sarasate).

Violin Solo-Liebesleid (Kreisler).

Efrem Zimbalist. 9550.

Song-Good Night (Shelley and Davis).

Song-Fill a Glass With Golden Wine (Heleny and Quiller).

Hubert Elsdell (Tenor). DB593.



FINAL SHOWINGS TO-DAY at 2.30, 5.00, 7.20 & 9.30 p.m.

THE MIGHTIEST WAR DRAMA EVER SCREENED

The Story for Which the Whole World Waited

LEICEMARQUE'S
Adaptation and dialog by
Maxwell Anderson and
George Abbott. Conducted
by Ulli Andreu. Directed
by LEWIS MILES
A. CARLISLE, Jr. Pro-
duction Presented by
CARL LAMMUE



Now faithfully and graphically
pictured on the talking screen. It
presents the human side of the war
—the fierce, poignant drama of bub-
bling youth in the clutch of circumstance
— tender, emotional, stark realism,
touched with romance and tinged
with glory, with Louis Wolheim, Lewis
Ayres, John Wray, Slim Summerville,
Russell Gleason, William Bakewell,
Scott Kolk, Weller Browne Rogers,
and hundreds of others.

ALL QUIET ON THE WESTERN FRONT

Commencing To-morrow

The First 1932 United Artists Super Special Feature
Arrived Here and to be shown the FIRST TIME in the
Far East.

1932 UNITED ARTISTS PICTURE

We are very glad to announce that we have secured
the exclusive and sole rights for exhibiting a majority
of the best and latest 1932 United Artists super and
special productions within South China.

Come On! LET'S GO!

Don't let this split
leap around this
corked globe with
daring, dauntless,
happy-go-lucky
Doug! New enter-
tainment as epic as
event as the birth of
the talkies! Hailed
by press and public
as Doug's greatest
screen achievement!

22,000 MILES OF
LAUGHS, GAGS,
THRILLS and ROMANCE!
Sell the clouds... handle
oceans... leap continents
... meet kings and poten-
tates to the clanging
roar of millions... in
the joy ride of all times!

AROUND the WORLD in 80 MINUTES with Douglas FAIRBANKS

ALL THE WORLD HIS
STAGE! CONTINENTS
HIS PLAYGROUND!
UNITED ARTISTS PICTURE

Owing to the exorbitant cost expended for exhibiting this
picture, we are obliged to increase the prices of admission in
accordance with the following rates (including tax):—

Dress Circle \$3.00, Back Stall \$2.00, Upper Circle \$1.00;
Front Stall \$1.00. All complimentary tickets, previously issued,
will be ineffective during this run.

Advance Booking Now on at the Theatre
(Phone early to 25720 for Your Seats)

TSUI VOLLEYED OUT OF CHAMPIONSHIP.

E. C. FINCHER STAGES
FINE RECOVERY.

After losing the first set to a
player who had completely held
the upper hand, E.C. Fincher yes-
terday recovered in such a man-
ner as to snatch by a great vic-
tory in the open singles tennis
championship by the odd set in
three.

Tsui Wai-pui, his opponent,
played remarkably good tennis up
to the close of the first set, but
he had no fighting spirit and,
once in arrears, fell an easy vic-
tim to the masterful work of his
conqueror.

Though the exchanges often
lapsed into rather tedious rallies,
there were numbers of sparkling
incidents during the match, not-
ably in the first and final sets.
Tsui fully deserved the lead he
obtained, for it was the result of
some really clever all-court play,
similar to that which featured his
earlier display against H. D.
Rumjahn. His tactics and general-
ship during this period were
irreproachable and had he have
employed them throughout, in-
stead of allowing himself to be-
come unnerved by Fincher's per-
sistent net attack, he would have
reversed the decision. Though
Fincher could not find his touch
during the opening exchanges, the
main reason for the loss of the
first set was Tsui's superiority
in effecting winning shots.

The positions were reversed
later in the game, when it was
the Kowloon player who con-
tributed the dazzling "aces" from
the net, and Tsui who made feeble
returns.

Tsui's lack of fighting spirit is
his biggest handicap at the pre-
sent. He has a sufficient reper-
toire of strokes and knowledge of
how to employ them to the best
advantage to win for him any
match, but they are only really
effective, and form only a fea-
ture of his play, when he is lead-
ing. This has been noticeable in
his last two encounters in the
championship. Once he has de-
veloped the will to win
under any circumstances, he will
be one of the most deadly op-
ponents in Hongkong.

Fincher's grit and coolness
again stood him in good stead;
in fact it was this which proved
the deciding factor in his success.
Though he might excusably have
become upset by his early reverses
and immaturity, actually the loss
of the first set seemed to give
him the necessary impetus to
produce his best form. From the
opening rally, he adopted and
rigidly adhered to one plan of
attack and although it reaped no
results at the beginning and
seemed doomed to failure, its per-
sistent was he with it that it
eventually turned defeat into suc-
cess. Fincher went up to the
net on almost anything and from
there executed a volleys cam-
paign which finally demolished
Tsui's accuracy. Did Fincher's
shot become.

The match fully realised ex-
pectations, and the result left
Fincher's supporters asking with
increased confidence "Who is
going to stop him from winning
the title?"

The results of the day's programme
were:

Open Singles.
E. C. Fincher beat Tsui Wai-pui
6-7, 6-2, 6-0.

Open Doubles.
S. A. and H. D. Rumjahn beat J.
W. Leonard and J. A. Cassamboo
6-2, 6-2.

Ho Ka-lau and Yew Man-Kit beat
Lee and Lee 9-11, 6-1, 6-3.

Club Championship.
A. H. Harkins beat Hill 6-0, 6-2.

Handicap Singles "A."
J. J. Waite beat T. C. Monaghan
6-4, 6-2.

EXCHANGE RATES.

	Previous Day.	Yesterday.
Paris	917 1/2	917 1/2
Geneva	18.23/32	18.70
Berlin	15.3/16	15 1/2
Oslo	18 1/2	18 1/2
Helsingfors	217 1/2	217 1/2
Athens	287 1/2	287 1/2
Buenos Aires	38 1/2	38 1/2
Shanghai	1/9.12/16	1/10
New York	3.61 1/2	3.61 1/2
Amsterdam	8.97 1/2	8.17 1/2
Vienna	42 1/2	42 1/2
Madrid	47 1/2	47 1/2
Bucharest	607 1/2	605
Hongkong	1/4.3/16	1/4.1/16
Brussels	25.90	25.87 1/2
Milan	70.1/16	70
Stockholm	18.3/16	18.3/16
Copenhagen	18.3/16	18.3/16
Freiburg	122 1/2	122
Lisbon	109 1/2	109 1/2
Rio	4.1/16	4.1/16
Bombay	1/6.5/32	1/6.5/32
Yokohama	1/9.5/16	1/9.5/16
Montevideo	30 1/2	30 1/2
Montreal	4.06	4.06
Silver (spot)	18 1/2	18.1/16
Silver (forward)	18 1/2	18.3/16

—British Wireless.

Definite news was received in
Tokyo last week that Charlie Chaplin
will be coming to the Far East by the
N.Y.K.S. Suwa Maru. Mr. Chaplin,
who is travelling from Italy, should,
in this case, pass through Hongkong,
arriving here on April 1.

KUWABARA MAKES HIS BOW.

JAPANESE DAVIS CUP
PLAYER HERE.

T. Kuwabara, the Japanese Davis
Cup player, who occupies the premier
position in the new Japanese national
ranking list, and who is now on
his way to Europe in preparation for
the International tennis contest this
year, yesterday had a practice "knock-
up" at the Hongkong Cricket Club.

Arriving on the Katori Maru in the
morning, he engaged T. Honda, a past
local champion and the leading Ja-
panese player in Hongkong, in a
couple of sets, while he later met S.A.
Rumjahn and A. L. Sullivan.
Conditions were very unfair to Ku-
wabara, who, in addition to playing
straight after a sea trip, found the
court still affected by the recent rains.
He therefore attempted nothing spec-
tacular, but practised only a few
strokes.

RUGBY DUEL.

ENGLAND'S TASK AGAINST
SCOTLAND TO-DAY.

London, Mar. 18.
The climax of the rugby season
will be reached at Twickenham to-
day when, before an estimated crowd
of 60,000, England will attempt to
avenge last year's defeat at Murray-
field and capture the Calcutta Cup.
A victory will enable them to equal
Scotland's twenty wins in the Anglo
Scottish series.

England are reverting to the old
Gloucester fullback, T. Brown and
have brought in a new forward in
R. J. Longland (Northampton), who
is the only new "cap."

Scotland are making eight changes
including four players new to Inter-
national rugby, namely Dykes, J.P.
McArthur (Waterloo), G. F. Ritchie
(Dunfermline High School), and P. A.
Wright (Edinburgh Academicals).
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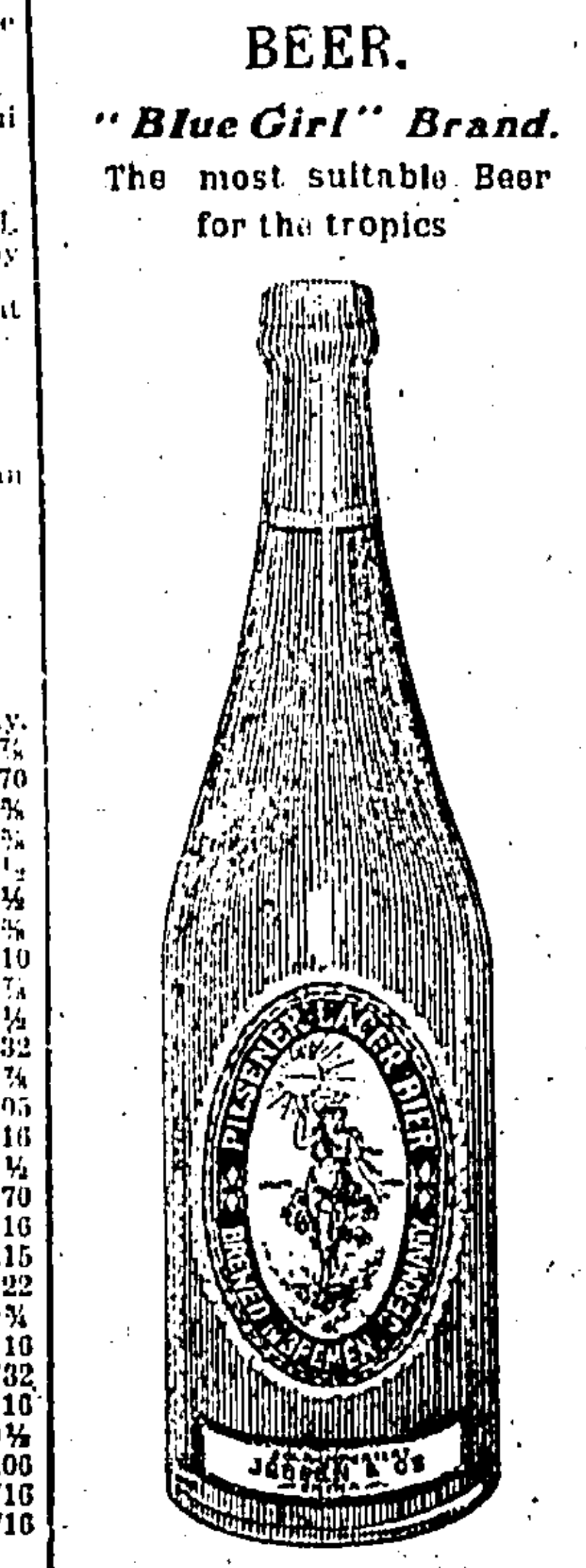
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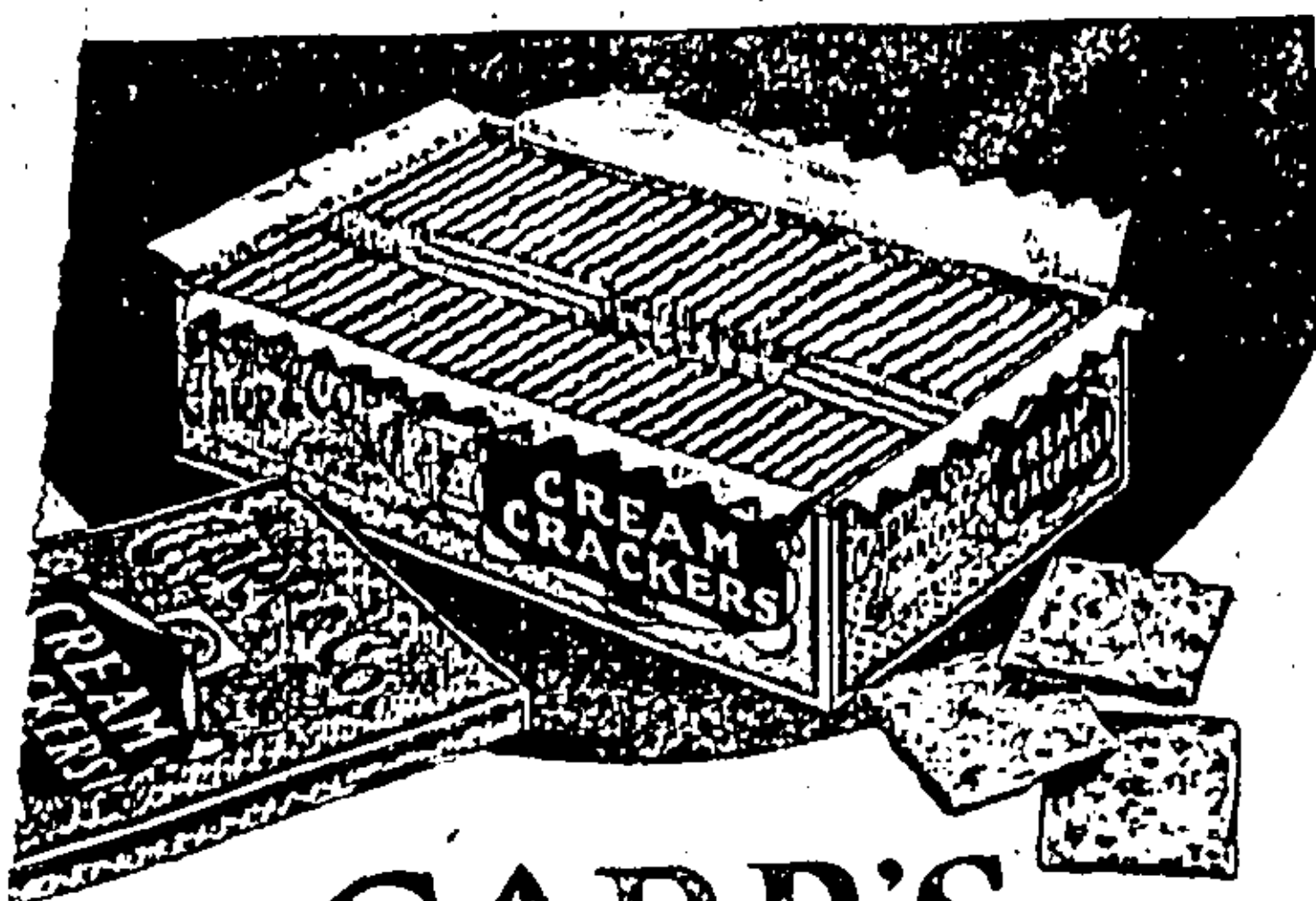
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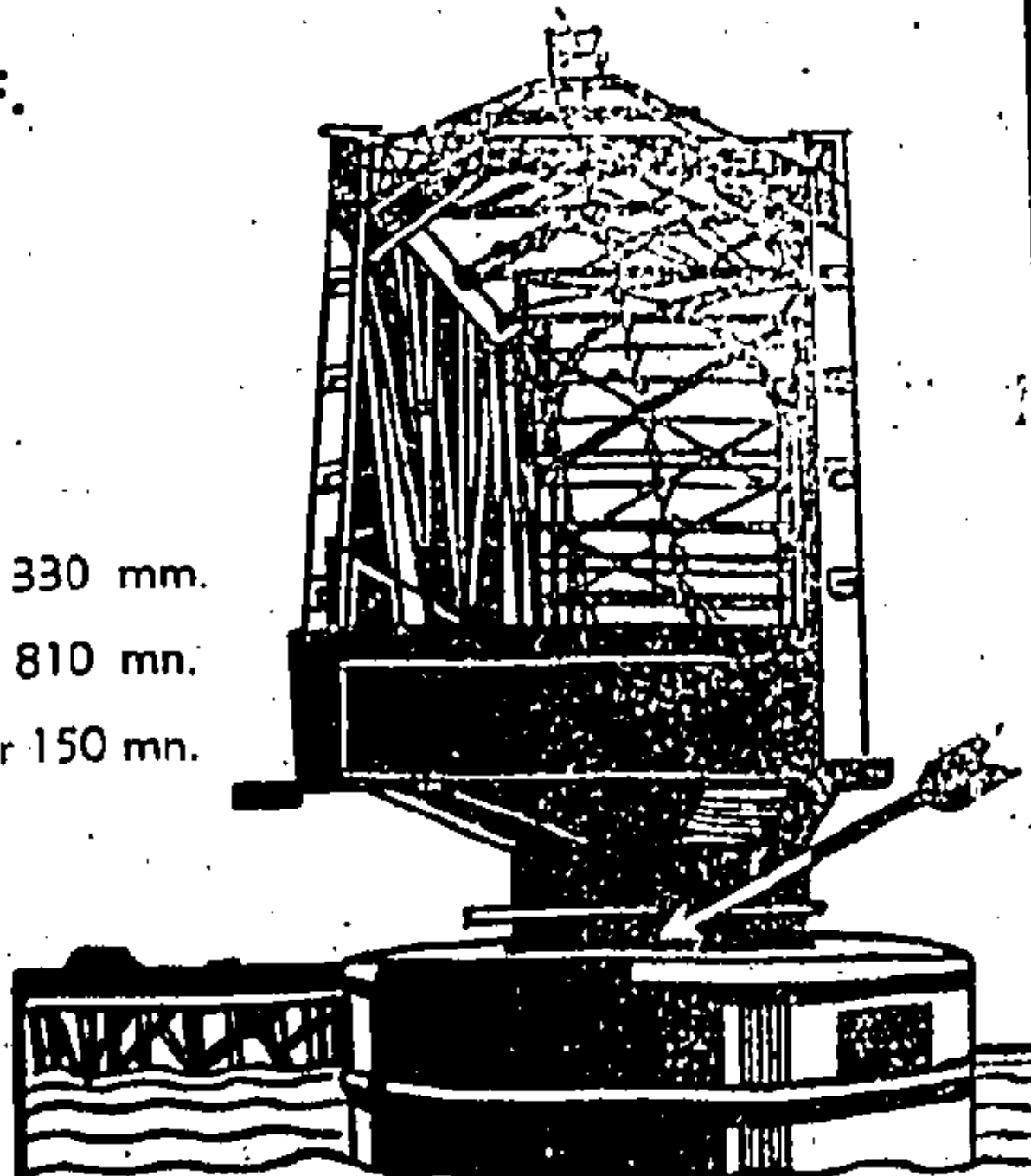
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A.P.B. 7A.

REFORM OF THE POST OFFICE.

A GOVERNMENT INQUIRY.

It is the intention of the Government to appoint a small Committee to inquire into the working of the General Post Office and its constitution, to see whether any changes would improve its efficiency.

Viscount Bridgeman—who had a long experience of departmental work when he was in the House of Commons—will, it is understood, be chairman.

Among the other members will be Lord Plender, the well-known chartered accountant, and Sir John Cadman, Chairman of the Anglo-Persian Oil Company.

To Viscount Wolmer, the member for Aldershot, belongs the credit for the creation of the Committee. He was Assistant-Postmaster-General in the last Conservative Government. His experience there made him a keen critic of the Department.

After the General Election a memorial for presentation to the Prime Minister asking for an impartial inquiry was signed by 320 supporters of the National Government.

Scope of the Inquiry.

"I think," Lord Wolmer said, "Lord Bridgeman will make an admirable chairman. I asked for a Committee composed of one experienced politician and two or three first-class business men. All this the Government have given us.

"In order to arrive at any judgment, it will be necessary to compare the work of the Post Office, as regards telephones, telegraphs, and postal services, as well as its financial management, with similar organisations abroad.

"The Committee will have the great advantage of the reports of a number of recent inquiries. There was the Hardman Lever Committee of 1928 on the telegraph, and the report of the Evelyn Cecil Committee, in 1922, on the telephone. Then the Civil Service Commission last year recommended the appointment of such a body as is now to be set up.

"Then," Lord Wolmer continued, "the Committee will have to hear the evidence of members of the staffs. Their real views are by no means those of their official organisations, which have been put forward so much of late. These organisations are all either affiliated to the Labour Party or, at any rate, are in sympathy with it.

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For years they have been pointing to the Post Office as a proof that the State can manage great businesses. When I published certain facts and figures showing how badly the State has managed this great business, these people were all very angry. They have refused to consider any proposals for a reform of the Post Office on their merits, and their views are not shared by a great many members of the staffs.

"I shall be quite content to abide by the judgment of the Committee, and I think we can be sure that the present House of Commons will not allow the report to be pigeon-holed."

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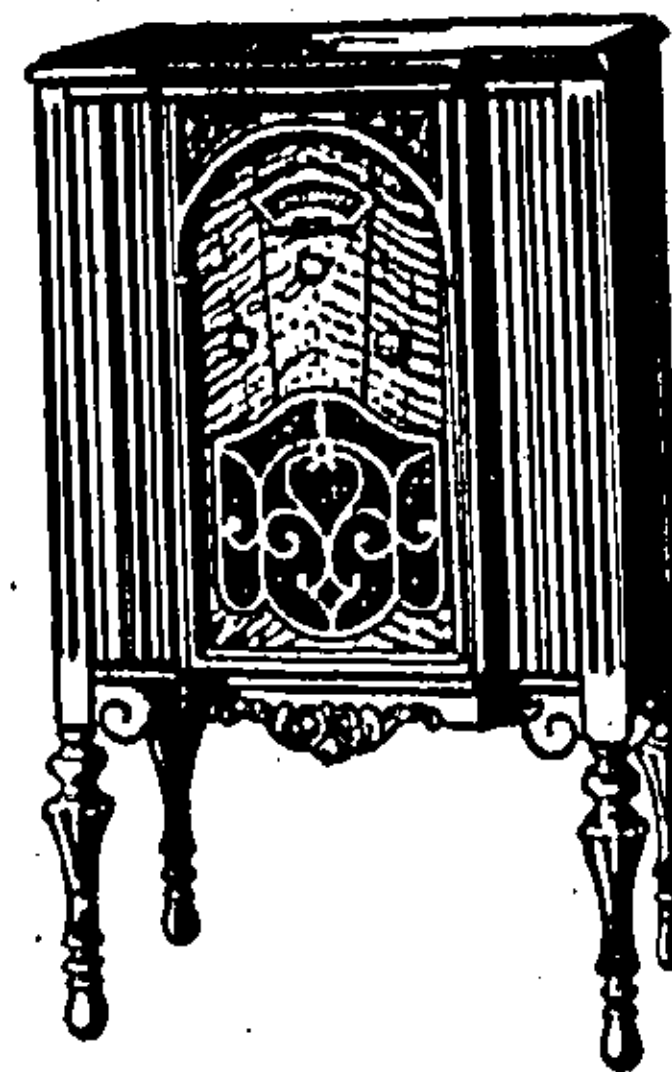


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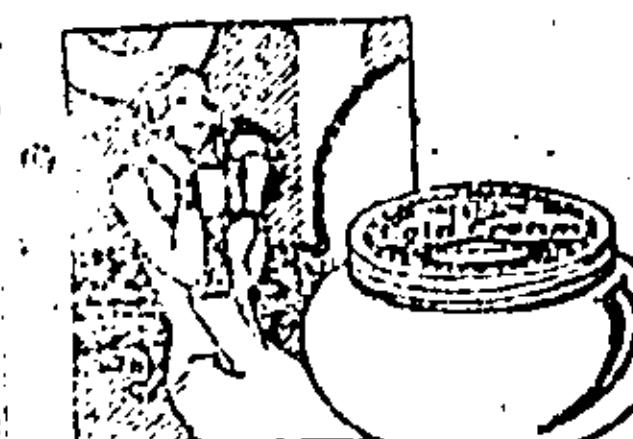
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THREE KINDS OF LOVE

by KAY
CLEAVER
STRAHAN

BEGIN HERE TO-DAY.

Ann and Cecily Fenwick have for years supported themselves, their younger sister, Mary-Grace, and their grandparents, known as "Uncle" and "Aunt" because of this financial responsibility. Ann, who is 28, is unable to marry Phil Ketchum, young lawyer to whom she has been engaged for eight years. Cecily, 22, loves Barry McKee, an engineer, but when he proposes she refuses to name their wedding date for the same reason.

Mary-Grace, 16, and still in school, strikes up an acquaintance with Earl De Armout, a Vanderbilt actor, and meets him secretly. He tries to persuade her to become his stage partner.

Ann and Phil quarrel when she hears that he is going to marry another girl. He tries to persuade her to become his stage partner.

CHAPTER XXXIV

"Hypocrite!" said Cecily. "I don't see how you bear it, Ann. Truly I don't. If they start acting toward me, now that Barry and I— Well, if they act about us as they act about you and Phil, I will not stand it."

"Yes, you will, dear. You'll have to. It is odd, though," said Ann. "I was so afraid they'd blame Phil and be all soppy about sympathizing with me that line. And instead they act as if I'd injured them, personally and on purpose, by breaking my engagement."

"You never can see through them, can you? I can read them like a primer. They are so glad and so relieved away from me. I mean, they don't know that they are, of course, that they have to cover quickly, and petulance is always at hand and easy. All that talk the other evening about Mrs. Carmichael's sister and her husband being so happy and well-off. I suppose you didn't get that, either?"

"No, I didn't. Do you think they were just pretending to think that the old people's home was pleasant?"

"Honestly, as Mary-Grace would say, No they weren't pretending. That the Dyes, is that their name? were well off, not that the home was pleasant. They were thinking so with all their might, and mainly, so that they couldn't possibly be glad that you and Phil were no longer engaged, and that we both were working for them, and that there was no danger of their ever having to live in such a place."

"It is all very well for us to be sentimental and say they don't know that we are keeping them, and keeping this ding-dang old house for them to live in. They do not know it. They'd have to. But knowing and recognizing or admitting are different things. We are as usual as they are. We won't admit that they know, because we don't want to be sorry for them or ashamed of them. Grand has been disagreeable and ugly about Barry from the very first. The only excuse in the world he could give for trying to make trouble was because we weren't engaged. He'd have had a better excuse, and made more fuss if we had been engaged the minute we met. No—they are afraid. They are scared to death."

"Oh, poor dears."

"Stop it, Ann. You make me sick. They can be blissful enough now. Just the same, whether you like it or not, Cecily, we do owe them a lot."

"Yes, but in all conscience aren't we ever going to get the debt paid? Do you know what is going to happen to us, Ann, mortgaged for life as we are? Before long we'll stop being the Fenwick girls, and we'll be those Fenwick girls. We'll go queer. We'll shrivel and sinner and look bony and pathetic. We'll sniffle and have sties on our eyes and cavities in our teeth, and we'll pick 'em with our fingers."

"Cecily, stop that, now. I won't have it. That isn't funny. That's coarse and horrid."

"I'll say it's horrid! And I know I'm getting plummy, so you don't need to tell me. I'm doing it on purpose. After this I am going to do as I please; or, at any rate, I'm going to be what I please as well as I can, chained up in prison. I think I'll begin to smoke. They say smoking is remarkably quieting to the nerves. I wish I had a cigarette now. I wish I had a pipe!"

"That's it," Ann approved. "I'd much rather have you go on the loose than languish. In the old books, you know, the heroines always languished, the lazy things, and died of broken hearts. But the heroes went straight to the dogs, enterprisingly, and drank, dregg, and came along nicely and reformed and married the other girl."

"Oh, well, of course, Ann, if you think it is funny? Take a dry tea towel, dear."

"Think I'm funny? Or think our situation, yours and mine, is funny? Suppose the door bell were to ring this minute and we'd go and find Phil and Barry both standing there, both wanting to make up. And we would—"

"No—"

"But suppose, then what? We'd begin all over again, where we all were a month ago. I couldn't, quite, because I was dreaming all month, and I'm awake now. But,

anyway, there we'd be—doing what? Waiting and hoping. And then all this would happen right over again. It is the only thing that can happen. I've been like Grand and Rosalie, I've refused to face the fact; but I'm facing it now. We are stuck, Ann—you and I. There isn't any way out. We can't have love. We can't have anything."

"We have love, if it comes to that, Cecily. We have each other and Mary-Grace—"

"You're evading. You know what I mean. Phil has waited for you, all these years, because you are the most beautiful thing in the world. Barry wouldn't wait for me like that. I shouldn't allow him to—maybe. And even if he got tired, not tired of you, angel—but tired of waiting and hoping. It doesn't cure for that common little King thing—he couldn't, after you. But, well—men are men."

"So I have heard," said Ann. "Women are women, too. That is repetition. That's not reasoning. At best, it is a cute little convention men evolved to use in place of decency and loyalty—ages ago. They've needed it. We haven't."

"I wasn't going to say it to you right now, because I thought it might make you more unhappy in a way. But now I think I'll say it anyhow. I've been thinking the best few days, and if Barry comes back, as I know he will, and begs you to marry him, I want you to do it. I want it more than anything. I'm going to insist that you do."

"Big chance! Let you down and leave you with all this burden. I couldn't and wouldn't, and you know it or you should. You haven't let me down, all these years and years you and Phil have been engaged."

"Phil is out of it now. You could keep on working and helping at home. You'd have to, I'm afraid, for a while. I could manage the rest. As you say, Mary-Grace should be more help."

"There's no good talking like that, Ann. I wouldn't want to do it, I hope, and if I did want to I couldn't. So that is the end of that—please. Please don't ever talk about it again, angel. I mean it."

Ann stooped to hang the dishpan in the cubbyhole under the sink. To Philip she said, "See there?" As she was about to turn away, she saw Cecily coming down. Predicting peridy for her, and making me afraid, and making me mean about Barry at first, and all. Cecily doesn't seem to be the one who has let me down, does she? Conversations of this sort, she had discovered, were excellent counter irritants.

Cecily asked, "Did you have a good time with Kenneth this afternoon?"

"I suppose so. The river was glorious. He is teaching me the crowd stroke, or trying to. I'll sweep, and you set the tray for breakfast, will you?"

"He's—mad about you, isn't he, Ann?"

"Not a bit in the world. If he were, I wouldn't play with him. He is 22 years old, and he's found the game of love and thinks it is fine fun, and I'm an interesting opponent."

"Or partner?"

"He is 22 years old, I said. And young for his age. In many ways he seems younger than Mary-Grace."

"Twenty-two isn't an infant, in arms—even for a man. And especially not with all that money. Just think of the money that kid has. Barry said someone told him that Mr. Smith left nearly two million dollars—half of it Kenneth's when he came of age, and all of it his money or later. Think of it, Ann!"

Ann said, not altogether humorously, "What shall I do, Cec? Marry him or ask him to endow our family?"

"Angel—you could marry him if you wished to?"

"Yes, I think so; if I'd hurry about it and kidnap him before he comes out from under the ancestral cloud."

"My word, Ann! Don't go off like that. I was only thinking that, after all, not many girls in our class ever even have a ghost of an opportunity to marry two million dollars."

"Our class is better than his class. His father made most of his money in junk—just plain junk, during the war and right after. Smith and Rozenblatt, so I think it probably wasn't even the Smith brains that made it. Kenny is a nice, sweet child; but I don't feel particularly set up because of his attentions."

"Isn't it queer," Cecily mused, letting Ann's remarks pass, "that when the King girl had her fingers on all that she didn't hold tight—clutch?"

"Not so very," said Ann with a trace of chilliness. "Kenny's and her friendship was a next-door-neighbour affair—since childhood.

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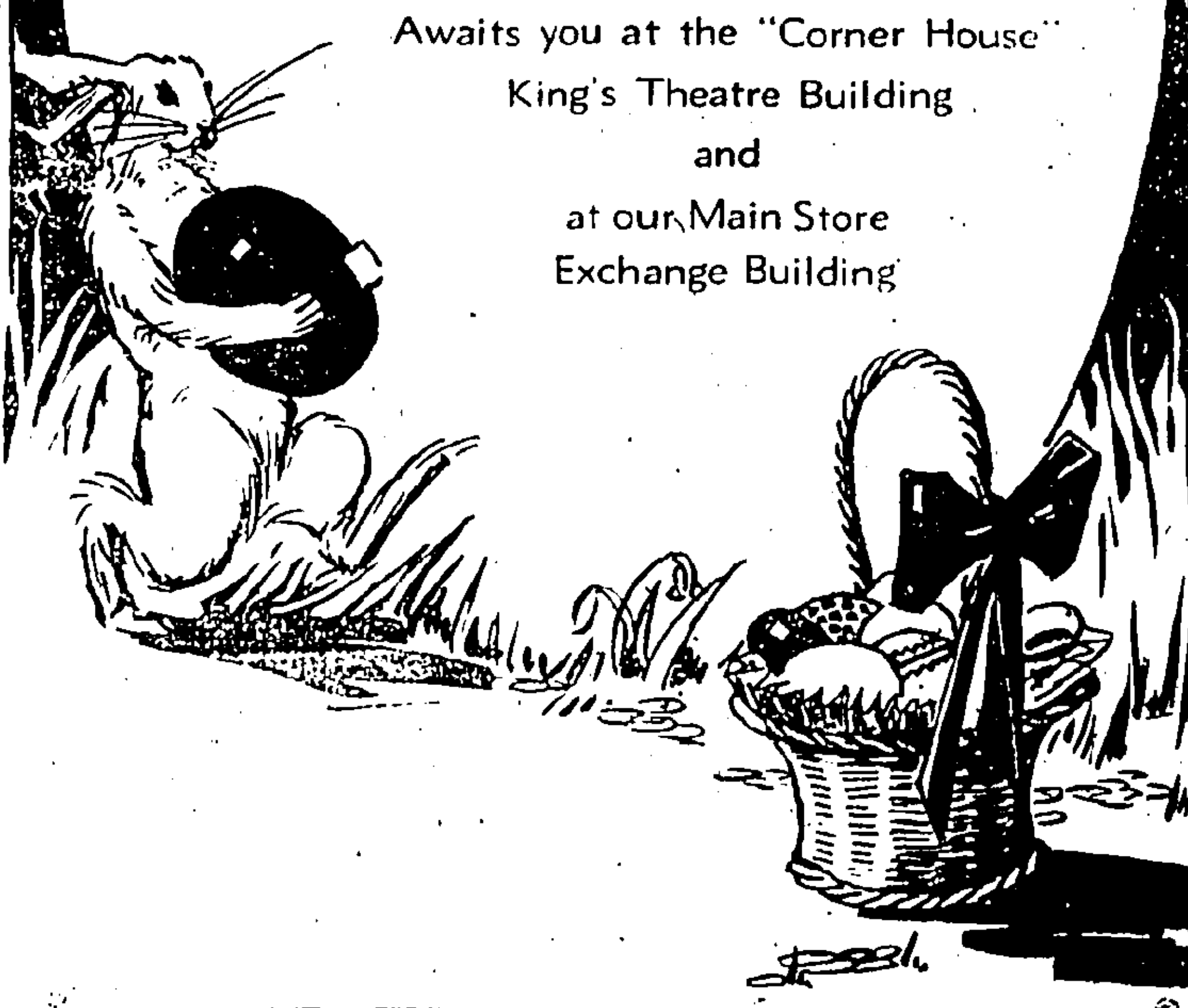
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She dances extraordinarily well, and dresses well, and is good fun—he says. He liked to play with her, sometimes; but he never dreamed of marrying her, and she knew it. I imagine she is tired of working and wishes to marry. And then I think, if you're so mad about him, and his money, and his looks, and his family—why don't you take him? I'll trade him for your new

green satin mules that Barry gave you. I'll trade him and give you something to boot for—" "Sh-h-h!" warned Cecily. "But it was merely Mary-Grace. She had come directly to the kitchen from her tryst with Earl in the moonlight. Her face was so-rapheal. She said, 'I'm starved. What is there to eat?' (To be Continued.)

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SHOU J. CHEN,
Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 19, Gracechurch Street, London, E.C. 3.
Authorized Capital £2,000,000
Subscribed Capital £2,000,000
Paid-Up Capital £1,000,000
Reserve Fund and Profit £1,000,000

BRANCHES:
Bombay, Calcutta, Ceylon, Hongkong, India, Japan, London, Lyons, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.
The Bank of England & Midland Bank, Ltd.
Every description of Banking and Exchange business transacted.
Travellers' Cheques issued.
TRUSTS AND EXECUTORSHIPS UNDERTAKEN.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be secured on application.
C. L. SANDER,
Manager.

BRITAIN'S BEST THRILLER

Graham Seton's GREAT SPY DRAMA!
"The Plan"

BRITISH INTERNATIONAL PICTURES CO.
LONDON BANKERS:
The Bank of London, Ltd.
Correspondents in all Principal cities of the world.
Foreign Exchange and Banking Business a specialty.
Safe Deposit Boxes (rental also) at a very low rate.
LOAN FUNDING.
Hongkong, 12th March, 1932.

MRS. MOTONO
Massage
Hand and Electric
8th Wyndham Street

MASSEUSE E. SHIMIDU
MASSEUSE E. HONDA
MASSEUSE E. KIKAKI
Recommended by many for the Government Civil Hospital, Peak Hospital, and by all the local doctors.
84, Wyndham Street. Tel. 2194.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Incorporated by Royal Charter 1885.

Authorized Capital £25,000,000
Issued and Fully Paid-up £25,000,000
Reserve Fund—
Sterling £2,500,000
Silver £10,000,000

Reserve Liability of Proprietors £25,000,000

HEAD OFFICE: HONGKONG.
BOARD OF DIRECTORS:
Hon. Mr. J. J. Patterson,
Chairman.
T. E. Pearce Esq.,
Deputy Chairman.
W. H. Dell Esq.,
A. H. Compton Esq.,
U. G. K. Mackie Esq.,
G. M. Maile Esq.,
V. M. GRAYBURN Esq.,
CHIEF MANAGER.

BRANCHES:—
ALOR STAR (JOHORE)
AMSTERDAM
BANGKOK
BATAVIA
BOMBAY
CANTON
CAYENNE
CELEBES
CHONGKING
COLOMBO
CUBA
HANKOW
HONGKONG
KARACHI
KUALA LUMPUR
KUPANG
LONDON
LYONS
MADAGASCAR
MADRID
MANILA
MELBOURNE
NEW YORK
PENANG
Peking
Rangoon
SINGAPORE
SOURABAYA
Tientsin
Yokohama

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
Hongkong, 27th February 1932.

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION.
V. M. GRAYBURN,
Chief Manager.
Hongkong, 27th February 1932.

THE NATIONAL CITY BANK OF NEW YORK.

HEAD OFFICE: 55, Wall Street, New York.
Capital, Surplus and Undivided Profits, US\$225,347,466.11

Branches in:—
ALBANY
ALBUQUERQUE
ANCONA
ARIZONA
ATLANTA
BALTIMORE
BOSTON
BUREAU
CALCUTTA
CHICAGO
CINCINNATI
COLUMBIA
CUNEO
DENVER
DETROIT
INDIANAPOLIS
KANSAS CITY
LOUISVILLE
MEMPHIS
MINNEAPOLIS
MISSOURI
NEW YORK
PHILADELPHIA
PITTSBURGH
PORTLAND
RICHMOND
SAN FRANCISCO
SEATTLE
SINGAPORE
SPRINGFIELD
ST. LOUIS
TAMPA
WASHINGTON
WICHITA

Commercial and Travellers' Letters of Credit. Travellers' Cheques. E. & W. of Exchange and Cable Transfers bought and sold. Current accounts and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in Spain and also of The National City Bank of New York (France) S.A., in Paris and Nice.
R. M. McLAY,
Manager.
Hongkong, 4th March, 1932.

NEDERLANDSCHE HANDMAATSCHAPPIJ, N.V.

(Netherlands Trading Society.)

ESTABLISHED 1914

Hongkong Office: 11, Queen's Road, Central.
Authorized Capital Guilders 150,000,000
Paid-Up Capital " 100,000,000
Reserve Fund " 50,000,000
Head Office: AMSTERDAM

Branches: Batavia, Bencoolen, Borneo, Calcutta, Ceylon, Hongkong, India, Japan, London, Lyons, Madras, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

These offices have safe deposit boxes and London Branch—National Provincial Bank Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.

A. STOKER,
Manager.
Hongkong, 1st December, 1931.

THE BANK OF CANTON LIMITED.

ESTABLISHED 1914

Head Office:—Hongkong

Authorized Capital £11,000,000
Paid-Up Fund £2,000,000
Reserve Fund £1,000,000

BRANCHES:—
Canton, Shanghai, Hankow, Swatow, Hongkong, New York, and San Francisco.

Correspondents in all Principal cities of the world.

Foreign Exchange and Banking Business a specialty.

Safe Deposit Boxes (rental also) at a very low rate.

LOAN FUNDING.

Hongkong, 12th March, 1932.

FELIX HAT SHOP

York Building, Chater Road.

**Now Displaying Spring
Millinery.**Pastel Shaded Summer Weight
Felts and Straws. Every Hat a
distinct creation.**Carlsberg****LIGHT BEER
OR
PILSNER**THE
Famous Danish Beer
that Takes the Lead
in all World's MarketsObtainable at all
LEADING STORESDistributors:—
**John MANNERS
& Co., Ltd.**
Mercantile Bank Building,
HONG KONG.**FRENCH MAIL STEAMERS.**

Sailings from Hongkong.

To YOKOHAMA via Shanghai
and Kobe.G. Philippar ... 29th Mar.
Porthis ... 12th Apr.
Chenonceaux ... 26th Apr.
Athos II ... 10th May.
D'Artagnan ... 24th May.
Andre Legon ... 7th June.
Felix Roussel ... 21st June.
Andre Lebon ... 5th July.Felix Roussel ... 29th Mar.
C. Metzinger ... 12th Apr.
G. Philippar ... 26th Apr.
Porthis ... 10th May.
Chenonceaux ... 24th May.
Athos II ... 7th June.
D'Artagnan ... 21st June.
G. Metzinger ... 5th July.We can issue through tickets to Egypt, Syrian ports,
East Africa, Madagascar by transshipment on our mail steamers
at Port-Said or Djibouti.**COMMERCIAL LINE**For DUNKIRK via Haiphong, Oran Le Havre: s/s
on or about
For full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES.
Telephones: 26651. 3, Queen's Building.**GLEN LINE.**

FARES HONGKONG TO LONDON.

1st June/30th November ... £80.0.0.
1st December/31st May ... £75.0.0.**TO LONDON, ROTTENDAM & HAMBURG via STRAITS
& COLOMBO.**Motor Vessel "GLENLUCE" ... 8th Apr.
TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.
Steamship "GLENIFFER" ... 25th Mar.
Motor Vessel "GLENOGLE" ... 8th Apr.
Motor Vessel "GLENBEG" ... 22nd Apr.For freight, passage and further particulars, apply to:—
JARDINE, MATHESON & CO., LTD.
Agents:—THE GLEN LINE, LTD.**CONSIGNEES' NOTICES.**SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.The Steamship,
"GENERAL METZINGER"
Arrived Hongkong on Wednesday,
the 10th March, 1932.
From MARSEILLES &c.Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception of
Opium, Treasure and Valuables are
being landed and placed at their risk
in the Godowns of the Hongkong
Kowloon Wharf and Godown Co. Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed—
Goods not cleared within 7 days
including date of arrival, will be
subject to rent.All claims must be sent to the
undersigned before the Friday, the
25th March, 1932, or they will not be
recognized.Damaged Packages must be left in
the Godowns for examination by the
consignees, and the Company's Sur-
veyor Messrs:—Goddard and Douglas
at 10.00 a.m. on Tuesday, the 22nd
March, 1932. Consignees must have a
Revenue Officer in attendance when
damaged dutiable goods are examined
by the Company's Surveyors.No claims will be admitted and the
goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.R. OHL,
Agent.

Hongkong, 16th March, 1932.

N. Y. K. LINE

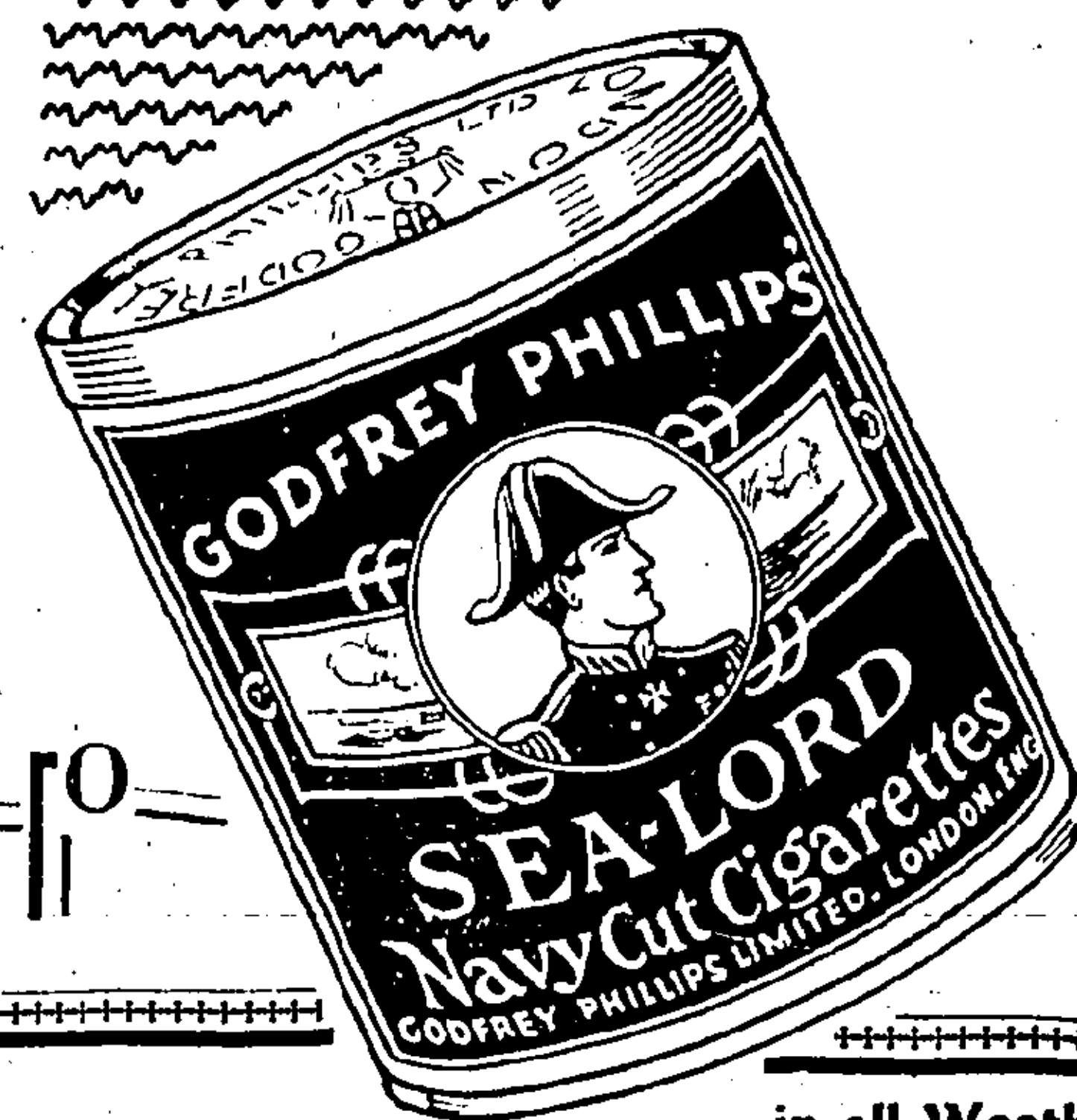
(NIPPON YUSEN KAISHA)

From EUROPE and STRAITS.

The Motorship,
"HAKONE MARU,"having arrived from the above ports,
Consignees of Cargo are hereby
informed that their Goods are being
landed and placed at their risk in the
Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kow-
loon, whence delivery may be obtained.
Goods not cleared by the 25th inst.,
will be subject to rent.Damaged packages must be left in
the Godowns for examination by the
Consignee and the Co.'s representa-
tives on any Tuesdays and Fridays,
at 2.30 p.m. within the free storage
period. For the examination of
damaged dutiable goods, the con-
signee must arrange for a Revenue
Officer to be present.All claims must be presented with-
in ten days of the steamer's arrival
here, after which date they cannot be
recognized.No claims will be admitted after the
goods have left the Godowns.
No fire Insurance has been effected.NIPPON YUSEN KAISHA,
Hongkong, 18th March, 1932.**COMPANY REPORT.**THE UNION WATERBOAT
CO. LTD.The Union Waterboat Company,
Limited, advise that, subject to audit,
the net balance at credit of profit
and loss account for the year ended
December 31, 1931, is \$23,408.40,
which amount the members of the
Consulting Committee will, at the ap-
proaching meeting of shareholders,
recommend be allocated as follows:
Pay a dividend of 50 cents per
share ... \$19,400.00
Carry forward to new Account ... 4,008.40
\$23,408.40**DUTCH TARIFFS.**NEW IMPOSTS APPROVED
BY UPPER CHAMBER.The Hague, Mar. 18.
A Bill increasing the excise
duties on wine and sugar, and
raising the stamp duty on foreign
securities, and cigarettes, has passed
the Upper Chamber.
The Bill also imposes an import
duty on fruits from southern
countries.—Reuter.**If you listen to my advice as an
experienced doctor, then...**exercise the greatest care in the choice of baby's food.
So much in later years depends on the foundation laid in
infancy. With the mother lies a big responsibility, the wel-
fare of the coming generation. The tropics especially call
for a healthy constitution. For baby, therefore, the best
only is good enough. This is the reason why you should
give baby plenty of "BEAR BRAND" Milk. It does more
than merely nourish. It builds up the whole system. It
paves the way to perfect health and success in life.
BEAR BRAND comes from the great Swiss Milk centre,
the Emmenthal. It is very rich in nutritive elements,
absolutely pure and an infant food par excellence. BEAR
BRAND Milk goes to make healthy babies, happy
children, successful men and women.**BEAR BRAND**

Natural Swiss Milk

A.B. MOULDER & CO., LTD.

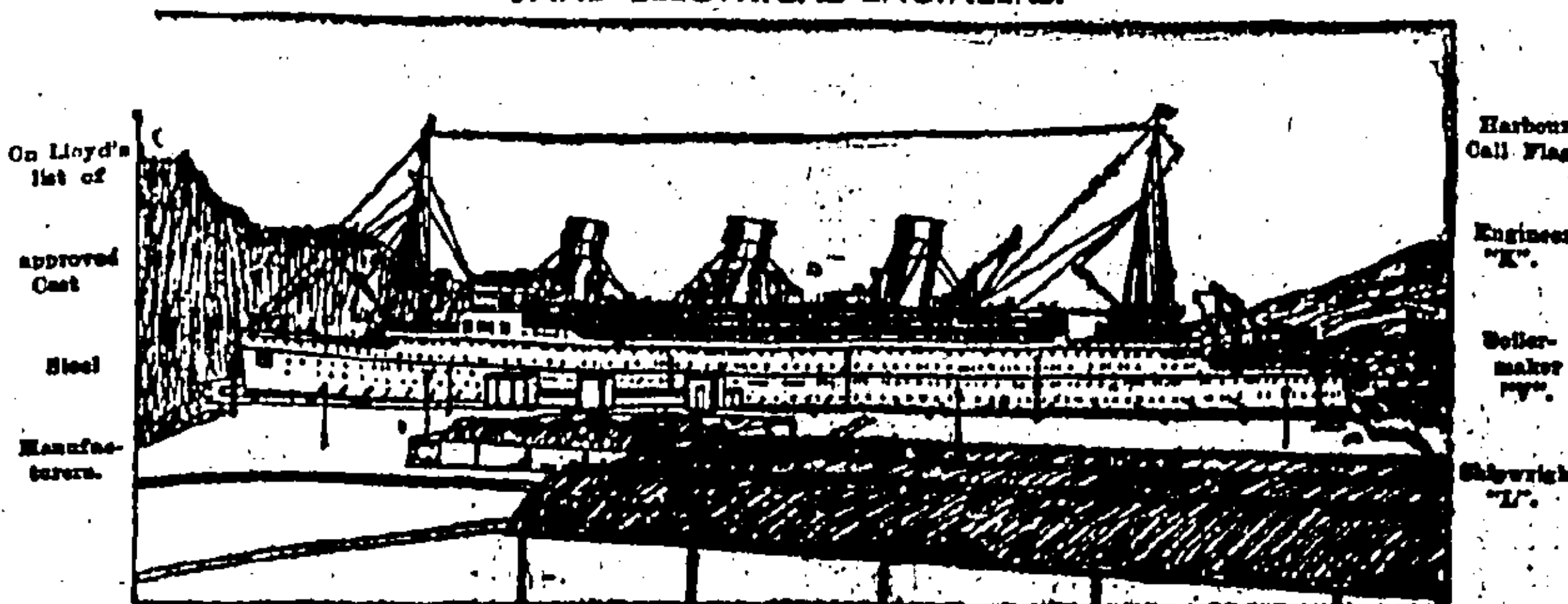
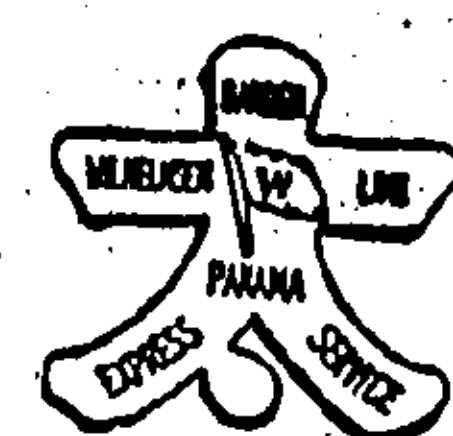
China Building
Sole Agents for South China.**For a Good Smoke**in all Weathers
"SEA-LORD"
CIGARETTES

Agents:—John D. HUTCHISON & CO.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

KOWLOON HONGKONG.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS,
BOILER MAKERS, STEEL, IRON AND BRASS FOUNDERS, FORCE MASTERS, WELDERS
AND ELECTRICAL ENGINEERS.**T.S.S. "EMPRESS OF JAPAN."**In No. 1 Dock. Ship Dimensions:—668'0" O. A. X 88'6" X 48'6" Mid.
25,000 tons Gross.The dimensions of No. 1 Dock are 700'0" X 88'0" X 80'6" Over sill, H.W. O.S.T.
Salvage Tug "Henry Kewick" 2,000 H.P. Wireless Call Signal V.P.B.T. and
Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons. Codes Used:
A.I. A.B.O. Fifth Edition: Engineering, First and Second Edition. Western
Union. Bentley and Watkins.Kindly send enquiries to the Chief Manager,
R. M. Dyer, C.B.E., B.Sc., M.I.N.A., Kowloon Docks, Hongkong.**BARBER WILHELMSSEN
LINE.**THE PREMIER ALL WATER ROUTE TO
NEW YORK and other U.S. Atlantic Ports via
Panama.All Vessel call at SAN FRANCISCO and LOS
ANGELES en route.Passengers desiring to travel, by this interesting
route will find the accommodation provided
well up to their expectations, and at a cost most
reasonable.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Agents. Telephone 28031.

**P. & O. BRITISH-INDIA, APCAR AND
EASTERN & AUSTRALIAN LINES.**

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java
and Burma, Ceylon, India, Persian Gulf, Mauritius,
E. & S. Africa, Australasia, including New Zealand &
Queensland Ports, Red Sea Egypt, Constantinople, Greece,
Levantine Ports, Europe Etc.PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT
ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hong- kong (about)	Destination
RAJPUTANA	17,000	26th Mar. noon.	Marseilles & London
MIRZAPORE	6,700	29th Mar.	Straits, Colombo & B'bay
BURDWAN	5,500	2nd Apr.	M'les, L'don, Havre, H'burg R'dam, A'werp & Hull
CORFU	15,000	9th Apr.	Marseilles & London
RAWALPINDI	17,000	23rd Apr.	Bombay, M'les & L'don
RANPURA	17,000	7th May.	Bombay, M'les & L'don
ISOMALI	6,800	14th May.	B'bay, M'les, L'don, Havre, H'burg, Rotterdam Antwerp & Hull
CHITRAL	15,000	21st May.	Bombay, M'les & L'don
*Cargo only. †Calls Casa Blanca. ‡Calls Djibouti.			

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by Steamers
of the Khedivial Mail S.S. Co.**BRITISH INDIA-APCAR SAILINGS.**

SANTHIA	8,000	22 Mar. 3 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	3rd Apr.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st
and 2nd class passengers.**EASTERN & AUSTRALIAN SAILINGS (South).**

NANKIN	7,000	2nd Apr.	Manila, Rabaul,
NELLORE	7,000	30th Apr.	Brisbane, Sydney,
TANDA	7,000	3rd June	and Melbourne

Regular Monthly Sailings from Hongkong to Shanghai and Japan
and Hongkong to Australia.

Hong-Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via N.
Zealand, Vancouver, San Francisco, etc.The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.The New Zealand Shipping Co.'s Steamers for Southampton and
London via Panama Canal.**SAILING TO SHANGHAI & JAPAN.**

RAWALPINDI	17,000	24th Mar.	S'hai, Kobe & Yoko
TALAMBA	8,000	25th Mar.	Amoy, Moji, Kobe & Yoko
NELLORE	7,000	4th Apr.	S'hai, Moji, Kobe, Osaka & Yoko
ISOMALI	6,800	5th Apr.	S'hai, Kobe & Yoko
RANPURA	17,000	7th Apr.	S'hai, Kobe & Yoko
TAKADA	7,000	8th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
CHITRAL	15,000	21st Apr.	S'hai, Kobe & Yoko
SIRDHANA	8,000	22nd Apr.	Amoy, Moji, Kobe & Yoko
BANGALORE	6,500	30th Apr.	S'hai, Moji, Kobe & Yoko
RANOH	17,000	5th May.	S'hai, Kobe & Yoko
TALAWA	10,000	5th May.	Amoy, S'hai, Moji, Kobe & Osaka

*Cargo only.

All dates are approximate and subject to alteration without notice.
Parcels Measuring not more than 5 c.ft. will be
received at the Co.'s Office up to noon on the day previous to sailing.For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & CO.,
P. & O. Bldg., Connaught Rd., C.**TRAVEL A.O. LINE.**To AUSTRALIA. Calling at Manila (P.I.), Thursday Is., Cairns,
Townsville, Brisbane, Sydney & Melbourne.British Steamers: **CHANGTE-TAIPING** (Oil Burners)!

FASTEST & MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SURGEON AND
STEWARDESS CARRIED.Enjoy Your Short Leave in Australia and New Zealand,
Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, \$76 RETURN

" " LONDON (via Australia) from \$136/15/0.

("Australian Newspapers on file).

STEAMER	Due H'Kong	Leaves H'Kong	Leaves Manila	Due Sydney
CHANGTE	Apr. 12th	Apr. 19th	Apr. 26th	May 3th
TAIPING	May 10th	May 20th	May 27th	June 3th
CHANGTE	June 10th	June 21st	June 28th	July 4th
TAIPING	July 12th	July 22nd	July 29th	Aug. 10th

AUSTRALIAN ORIENTAL LINE, LIMITED.

Butterfield & Swire, Agents, Hong Kong—Shanghai.

MAJESTIC



Cuddle Up!
Pucker Up!
You'll Love Her!

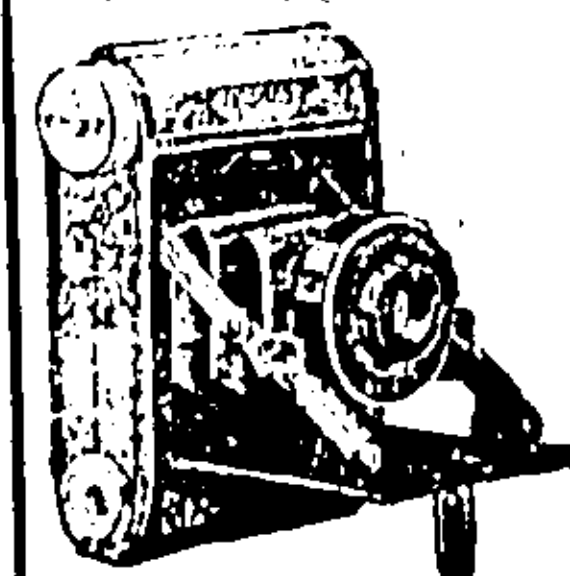
Sweetie

A Paramount Picture
with
Nancy Carroll
Helen Kane
Jack Oakie
Stanley Smith

Showing To-Day

At 2.30, 5.20, 7.20 &
9.20 P.M.

"Sweeter Than Sweet"
---The New, Tuneful
Treat--One of a dozen
great songs in "Sweetie"
Jazz-Mad Collegiate
Music-Romance.



THE BABY-IKONTA

Always ready for action:

Press a button, and the Ikonta opens
like a Jack-in-the-Box, just the camera
for snapping unexpected scenes

Baby-Ikonta with 6, 3 Novar \$37.00
Baby-Ikonta with 4, 5 Novar \$44.50

Ask for the new Baby-Ikonta
pamphlet!

ZEISS IKON



Sole Agents for China--

CARLOWITZ & CO.,

4, Queen's Road, Bank of China
Building, Hongkong

FAIRBANKS MORSE & CO.

SOLE AGENTS FOR HONGKONG & SOUTH CHINA.

SHEWAN TOMES & CO.

HONGKONG

CANTON

DIESEL ENGINES

VERTICAL TYPES UP TO 2,000 H.P.
DIRECT COUPLED ELECTRIC SETS.
MARINE TYPES. DIRECT REVERSIBLE
OR WITH GEAR BOX, FOR SHIPS.
FERRIES, LAUNCHES & TUGS.
POWER STATION EQUIPMENT.

LIGHTING SETS

D.C. or A.C.

WINDMILLS. SWITCH BOARDS.
STORAGE BATTERIES. DYNAMOS.
RAILCARS. SCALES.

PUMPS SHALLOW OR

DEEP WELL. RAM OR
CENTRIFUGAL HOUSE
SERVICE, & ALL PURPOSES.
STEAM OR ELECTRIC DRIVE.

F-M

INDUSTRIAL 'Z'
HORIZONTAL ENGINES
FOR 15 YEARS THE
WORLD'S MOST POPULAR
SMALL POWER UNIT.

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 3, Wyndham Street, in the City of Victoria
Hongkong.

NANKING PREPARING WELCOME.

LEAGUE COMMISSION PROGRAMME.

Nanking, Mar. 19.
Mr. Lin Sen, the Chairman of
the National Government, has re-
turned from Loyang in order to
meet the members of the Lytton
Commission.
Civic organisations to the num-
ber of 300 are taking part in an
elaborate programme to welcome
the Commission.
When the Commission lands at
the Hsialakwan wharves, a crowd
of more than 7,000 boys and girls
from the elementary schools will
meet the members.
Special sub-committees have
been formed in order to attend
to the entertainments, etc., which
are to be held in honour of the
Commission. *Reuter.*

GOVT. INDUSTRIAL ADVISER.

SIR HORACE WILSON APPOINTED.

London, Mar. 18.
The Prime Minister has ap-
pointed Sir Horace Wilson, the
Government's Chief Industrial
Adviser, to be one of the repre-
sentatives of the Imperial
Committee in succession to Sir
Sydney Chapman, who resigned on
his appointment as member of the
Import Duties Advisory Committee.
—British Wireless.

THE DISARMAMENT DELEGATES.

MAJORITY LEAVE FOR HOLIDAYS.

London, Mar. 18.
The members of practically all
the delegations to the Disarma-
ment Conference have left Geneva
for the Easter vacation.
Mr. Arthur Henderson, Chair-
man of the Conference, is re-
maining at Geneva on doctors'
orders. *—British Wireless.*

THE LIVING BUDDHA MURDERED.

AN OUTRAGE BY BANDITS REPORTED.

Peking, Mar. 18.
The Living Buddha of Kokonor
and his chief lieutenant have been
killed by bandits at Tengchow,
according to a Chinese message
from Ninghsia, which adds that
the authorities are hoping to ap-
prehend the murderers. *Reuter.*

FANLING RACES.

SEVEN EVENTS FOR TO-MORROW.

(By "Ringtail").

If the weather remains fine, we
should see some fine racing at
the Easter Meeting of the Fanling
Race and Hunt Club to-morrow at
Kwanli.

The first race is set for 2.15 p.m.
sharp, and as there are seven
events to get through, I have no
doubt the sport will be full of
interest. A good mixed pro-
gramme will be submitted, in-
cluding flat, hurdle and steeple-
chase events. My selections are
as follows:

1st Race

Loch Ryan
Herby
Mouche

2nd Race

Daylight Eve
African Eve
Target

3rd Race

Royal Flush
Christmas Frolic
Marquis Hall

4th Race

Fritz
St. Moritz
The Bunsford

5th Race

Bright Eyes
Sonny Boy
Sunning

6th Race

Trigo
The Crook
Prospero

7th Race

Donnabella
Fanling Star
Hefty

DOLLAR REMAINS UNCHANGED.

SLIGHT ADVANCE IN SILVER.

Although silver is slightly up in
London, the Hongkong dollar re-
mains unchanged at 1s. 3d.
The market locally is dull.

Silver rose 1.16th in London
spot and forward. China bought
and sold, but business on a quiet
market was small. After the
official fixing, the market ruled
steadily, due to buying by America.
In New York, silver is un-
changed, with the market dull.

Owing to the occurrence of several
cases of mumps, the date of the
Queen's Day Spring Festival has been
postponed until Friday, April 22, at
11 o'clock.

TWO NEW PLANES TESTED.

CANADIAN AND U.S. MACHINES.

Two new types of light aircraft
successfully underwent their pre-
liminary test flights at Kai Tak
Aerodrome yesterday afternoon,
one being a Canadian machine
and the other American. They
are both new to Hongkong.

One is an Arrow Sports, which
has been brought to the Colony
by Messrs. Wallace Harper and
Co., Ltd., the well-known local
agent. This is a snappy-
looking two seater pilot the
passenger sitting side by side. Mr.
Harper took it up on a preliminary
solo test in the afternoon.
The other machine is of all-
Canadian manufacture, being a
Curtiss-Reid "Rambler," some-
what on the general design of an
Avian, with the exception that
the lower wing is shorter than
the top, and flying and landing
wires are replaced by a patented
interplane strut construction. It
is powered with an inverted Gypsy
engine and is of all-metal con-
struction.

Mr. Edward L. Curtis, a Cana-
dian pilot, tested it out yesterday
afternoon on behalf of Messrs.
Tam Wing Yau, No. 315, Henes-
sey Road, Wanchai, who have im-
ported it to the Colony for de-
monstration purposes.

WUCHOW BLAZE.

SERIOUS OUTBREAK AVERTED.

Wuchow, Mar. 16.
A serious conflagration was
narrowly averted last night when
a fire broke out on Soh Long Kiu,
one of the principal streets of
Wuchow.

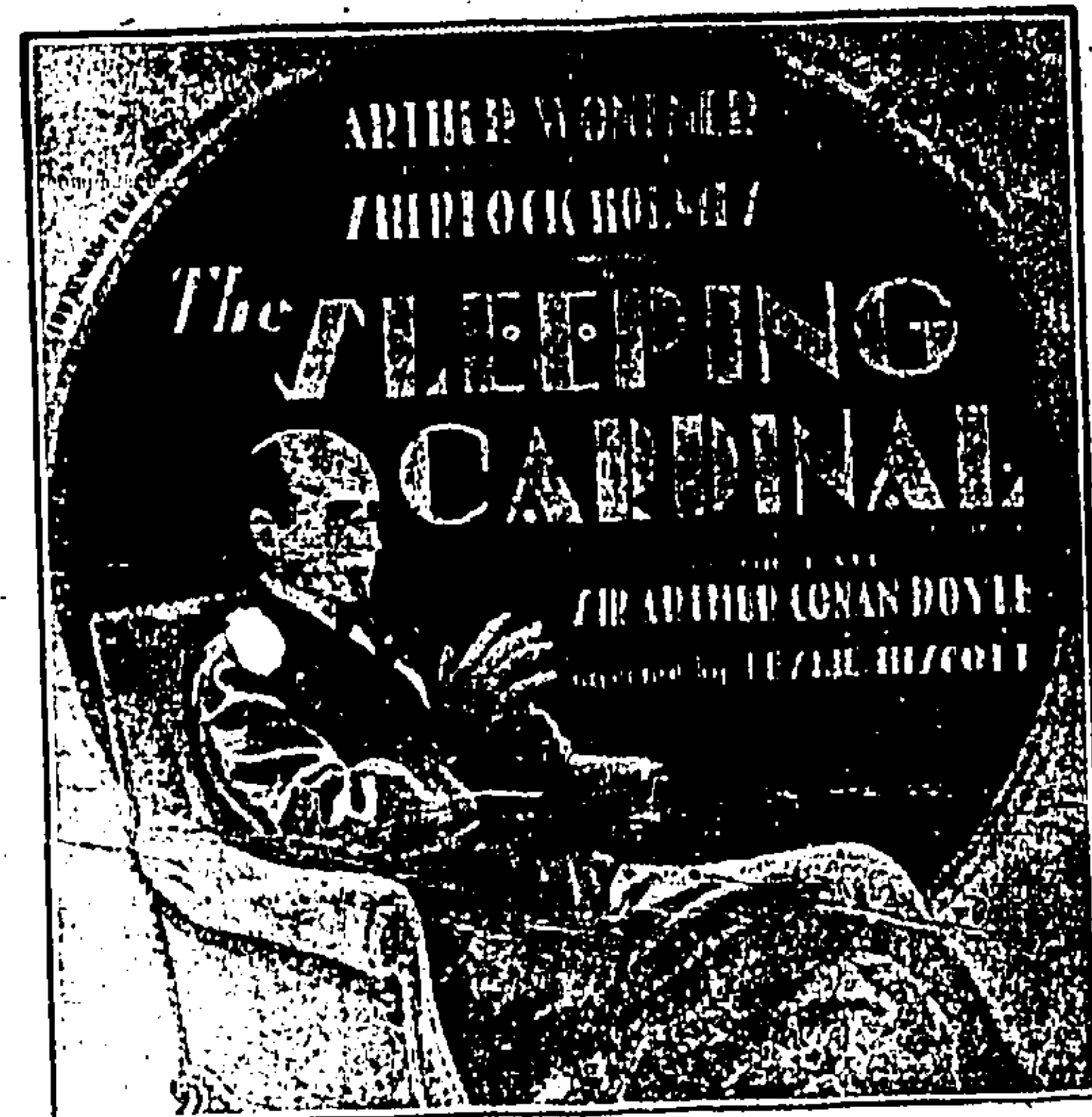
The blaze started at 11 o'clock
and raged for about an hour be-
fore it was brought under control
by the Fire Brigade. The incle-
ment weather and the absence of
a high wind greatly assisted the
fire-fighters in confining the blaze
to a comparatively small area.
The Southern Garden Restau-
rant, a building of several
storeys, was gutted, and a money
changer's establishment, which is
next to the eating house, was badly
damaged, as well as several ad-
jacent structures in the rear. A
matted occupied by a junk dealer
was also destroyed.

Properly to the value of several
thousands of dollars was destroyed
by the blaze which was still
smouldering this morning. As far
as could be ascertained, there were
no casualties.

A reading-room, conducted by
the Baptist Mission, is only a few
doors from the site of the fire, and
the large Wuchow Baptist Church
is situated on the opposite side of
the street, less than a half-block
distant. *Our Own Correspondent.*

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stepping out and making hay--

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